CITY OF CORONA
MITIGATED NEGATIVE DECLARATION

NAME AND DESCRIPTION OF PROJECT:

PP2023-0011: Precise Plan to review the site plan, architecture, perimeter walls/fencing and landscaping for a 25-unit permanent supportive housing development project totaling 21,043.5 square feet on 0.72 acres in the Mobile Home Park (MP) zone.

AHDB2023-0003: Affordable Housing & Density Bonus Program application to review a 25-unit permanent supportive housing development project on 0.72 acres in the Mobile Home Park (MP) zone.

PROJECT LOCATION:

South side of 2nd Street and approximately 480 feet west of Buena Vista Avenue (Assessor's Parcel Number: 118-270-055).

ENTITY OR PERSON UNDERTAKING PROJECT:

Second Street Housing LP
c/o Scott Bering
14211 Yorba Street, Suite 200
Tustin, CA 92780

City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

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

The 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: 25-Unit Second Street Housing Project

- Precise Plan (PP2023-0011)
- Affordable Housing Density Bonus (AHDB2023-0003)

PROJECT LOCATION: The project site is located on the south side of 2nd Street and approximately 480 feet west of Buena Vista Avenue. The project site is 0.72 acres and a portion of Assessor Parcel Number (APN) 118-270-055. The Project's location is depicted on Figure 1, *Regional Location Map*, and Figure 2, *Local Vicinity Map*.

PROJECT PROPONENT:

Second Street Housing LP - Scott Bering
14211 Yorba Street, Suite 200
Tustin, CA 92780

City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

PROJECT DESCRIPTION:

Project Overview

Second Street Housing LP is proposing to develop 0.72 acres into a multiple family residential development consisting of 24 permanent supportive housing (PSH) units and one manager's unit. The Project is a specialized housing development for chronically homeless persons due to diagnosed illness. The development consists of a three-story, 21,043.5-square-foot residential building, associated parking, laundry facility, community building and open space areas with picnic and bar-b-que facilities. Development of the proposed Project requires the review and approval of a Precise Plan application, PP2023-0011.

The Project is proposed as a 100% affordable project and will be developed pursuant to the density bonus requirements in Chapter 17.87 (Density Bonus Housing Agreements and Development Agreement) of the Corona Municipal Code and California Government Code Sections 65915 through 65918, also known as the "State Density Bonus Law". With the exception of the managers unit, the units within the Project will be restricted to rental income limits at the affordability level of 30% (extremely low) of the Median Family Income, as published by the California Department of Housing and Community Development. The Project includes an Affordable Housing Density Bonus application (AHDB2023-0002), which, compliant with the State Density Bonus Law, allows up to four incentives or concessions and unlimited number of development standard waivers. Units within the Project, except for the manager's unit, will be restricted to their level of affordability for the 55-year term in perpetuity by a recorded document and by the executed Density Bonus Agreement between the developer and the City of Corona.

In order to construct the Project, the Developer is seeking funding from various resources including Housing and Durban Development (HUD) grants from the City of Corona's Community Development Block Grant (CDBG), HOME, and HOME-ARP allocations, and deferred local Development Impact Fees. The Developer is currently in negotiations with the City on the funding.

The 0.72-acre Project site is a portion of a larger 4.01-acre parcel which is identified as Assessor's Parcel Numbers (APN) 118-270-055. The remaining 3.29 acres of the parcel will be developed along with two other parcels that are 0.17 acres for a multiple family residential development consisting of 115 affordable units. The 115-unit project is a separate project and is being analyzed separately for CEQA purposes.

The Project site is zoned Mobile Home Park (MP) and has a land use designation of High Density Residential (HDR) per the City's 2020-2040 General Plan. The MP zone permits the development of a mobile home park at a maximum density of eight (8) mobile homes per gross acres. A change of zone is not required in order to facilitate the development of the 25 permanent supportive housing units on the project site because the Project is being developed per the regulations established by the State Density Bonus Law, which allows qualifying affordable housing developments to be developed at the highest density allowed under the zoning

ordinance, specific plan or land use element of the General Plan [Gov. Code § 65915, subd. (o)(6)]. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the General Plan, the greater density shall prevail. In the case of the proposed Project site, the City's Zoning Ordinance currently establishes a maximum allowable density of eight (8) mobile homes per gross acre for the MP zone. The General Plan's HDR designation establishes a maximum allowable density of 36 du/ac. Since the HDR allows a greater density than the MP zone, the 36 du/ac density limit prevails, and thus, the Project is allowed to be developed under the density allowed by the HDR designation regardless of the density restriction under the MP zoning. The Project's density on the 3.46-acre site is 34.7 du/ac.

Project Features

Development Summary

The maximum height of the building is 3 stories (34 ½ feet), measured from finish grade to the roof structure, not including tower elements or parapet walls. Project elevations would include a variety of architectural elements such as articulated massing and finish material palettes and have design characteristics consistent with Spanish Mediterranean architecture. The Project plan is shown in Figure 7, *Architectural Site Plan,* and conceptual colored elevations of the Project are shown in Figure 8, *Elevations*. Table 1 provides a summary of the proposed floor plans.

Table 1: Unit Summary

Unit Type	Bedrooms	Bathrooms	Unit Square Footage	Total Unit Types
1	1	1	528	24
2 (Manager's Unit)	3	2	1,000.6	1
TOTAL				25

Recreation and Open Space

The Project would provide approximately 8,494 square feet of common outdoor recreational space. Recreational amenities proposed include BBQ areas, picnic and game tables, benches and a shade structure located within the open space areas behind the building. Access to these facilities would be limited and solely available to the residents of the Project via the proposed building.

Fences and Walls

The Project would include construction of an 8-foot-high split face block wall along the southern and a portion of the western property lines, and a 5-foot-high combination wall consisting of 3 feet of split face block and 2 feet of tubular steel along a portion of the western and northern property lines. The project entrance on Second Street will be gated with a six-foot-high tubular steel gate which will extend along the Project's east property line.

Lighting

Outdoor lighting would consist of wall-mounted lighting, pole-mounted lighting, and low-level path lights along the proposed internal driveways and common outdoor areas. All outdoor lighting would be directed downward and shielded to minimize off-site spillover onto the adjacent properties. The location of all exterior lighting would comply with lighting and glare standards established in the City of Corona's Municipal Code §17.84.070.

Access and Circulation

The main access to the Project site would be from a proposed 56-foot-wide full access driveway from 2nd Street, a public road along the northern portion of the Project site. Vehicular access from the site will be limited to right-in and right-out turn movements only. Regional access to the Project site is available from the SR-91 Freeway via Lincoln Avenue.

Parking

The Project would provide a total of 17 uncovered on-site parking spaces.

Landscaping

The Project would install approximately 8,494 square feet of new drought-tolerant low water use ornamental landscaping throughout the site (see Figure 9, Landscaping Plan). Landscaping would include a variety of trees, such as: *Crape Myrtle, Marina Strawberry, Common Olive, Coast and Southern Live Oaks, African Sumac, Brisbane Box, and Mexican Fan Palm*.

Infrastructure Improvements

The proposed development would construct on-site infrastructure improvements that would connect to the existing utility infrastructure in Buena Vista Avenue and in 2nd Street as described below.

- **Gas and Electric** – The Project would install underground electric lines that would connect to existing infrastructure in Buena Vista Avenue. Electricity would be provided to the Project by Southern California Edison (SCE).
- **Water and Sewer** – The Project will connect to the existing 12-inch water line in 2nd Street and the 12-inch sewer line in 2nd Street.
- **Stormwater Drainage** – The Project would install a 4'x8' proprietary biofiltration unit (Modular Wetlands System - MWS) to treat water quality flows (85th percentile, 24-hour storm) which would be discharged towards the storm drain system located within the adjacent 115-unit project. This onsite storm drain system would eventually discharge to the existing 54-inch storm drain along Buena Vista. The high flows will be discharged via the parkway culvert on 2nd Street.

Construction

Construction is estimated to last 333 working days, which will include site preparation, grading, building construction, paving, and architectural coating activities. Construction equipment and staging are to occur on-site, and construction vehicle access is planned along Buena Vista Avenue. Table 2 lists the anticipated construction schedule.

Table 2: Anticipated Construction Schedule

Construction Phase	Working Days
Site Preparation	4
Grading	7
Building Construction	230
Paving	16
Architectural Coatings	16
Total	**273**

Source: Page 71 of Air Quality/Greenhouse Gas Report

Construction is anticipated to be completed in one phase, with an anticipated opening year of 2026. Per the project's preliminary grading plan, 390 net cubic yards of export is anticipated.

Construction activities would be limited to the hours between 7:00 a.m. and 8:00 p.m. on weekdays (Monday through Saturday) and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays, which would be consistent with the City's regulations (Municipal Code §17.84.040). Figure 10 shows the Conceptual Grading Plan and Figure 11 shows the Utilities Plan for the Project.

Operation

The proposed Project would operate as a multiple family permanent supportive housing community. Typical operational characteristics would include supportive and social services to on-site residents which will be provided by Mercy House, who is a partner in the project. There will also be maintenance activities occurring on the property and in the on-site recreational facilities, and general maintenance of common areas. Low levels of noise and a moderate level of artificial exterior lighting typical of a multiple family residential community are expected.

ENVIRONMENTAL SETTING:

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "…the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced…" (CEQA Guidelines §15125[a]). Because a Notice of Preparation was not required, the environmental setting for the Project is April 11, 2024, which is the date that the Project's environmental analysis commenced.

On-site and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 3.

Table 3: Land Uses, General Plan Land Use Designations, and Zoning Classifications

Location	Current Land Use	General Plan Land Use/ Zoning Designations
Site	Vacant land	High Density Residential (HDR) / MP (Mobile Home Park)
North	Vacant land	High Density Residential (HDR) / MP (Mobile Home Park)
South	Orange Grove High School	School (S) / School (S)
East	Multiple Family Residential Development	High Density Residential (HDR) / MP (Mobile Home Park), but will be rezoned to R-3 per a separate project under CZ2023-0006
West	Commercial Development	General Commercial (GC) / C-3 (General Commercial)

Source: Field inspection, City of Corona General Plan Land Use & Zoning District Map.

Site Description

The existing conditions of the Project site and surrounding areas are depicted on Figure 4, *Aerial View*. The Project site formerly contained a mobile home park and commercial development before structures were removed in 2016 in order to accommodate the SR-91 Widening Project. The site is currently vacant with vegetated weeds, low grasses and scattered native and non-native trees. The site is relatively flat with on-site elevations ranging from 650 feet in the north to 655 feet in the south.

Site Surroundings

The Project site is located within a developed area within the City of Corona as described below:

North: The area north of the Project site is designated as High Density Residential (HDR) on the General Plan land use map and zoned MP (Mobile Home Park). Existing land uses to the north of the Project site is the SR-91 Freeway.

South: The area south of the Project site is designated as School (S) on the General Plan land use map, and zoned School (S). The site is developed with the Orange Grove High School.

East: The area east of the Project site is designated as High Density Residential (HDR) on the General Plan land use map and zoned MP. As previously discussed, this immediate area east of the project site will be developed for a multiple family residential development with 115 multiple family residential units.

West: The area directly west of the Project site is designated as General Commercial (GC) on the General Plan land use map and zoned General Commercial (C-3). This area is developed with a commercial retail center.

GENERAL PLAN \ ZONING:

The Project site has an existing Corona General Plan land use designation of HDR, which allows 15-36 dwelling units per acre (du/ac). The Project site is located within the MP (Mobile Home Park) zone. As

previously stated, a change of zone is not necessary in order for the Project to be developed on the project site because, as permitted by the State Density Bonus Law, the Project is being developed per the HDR's maximum allowable density of 36 du/ac without regard to the more restrictive density limitation under the MP zone. Also, the Project is allowed by the Housing Accountability Act to be developed using the objective standards and criteria of a similar zoning that is consistent with the General Plan. In this case, the zoning would be the R-3 zone which permits the Project's proposed multiple family residential use and is consistent with and implements the HDR designation under the General Plan.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Issuance of building permits and completion of structures to the current building code are required by the City prior to the establishment of the Project. Additionally, approvals from the following agencies are required:

- Santa Ana Regional Water Quality Control Board (National Pollutant Discharge Elimination System Permit and Report of Waste Discharge)
- South Coast Air Quality Management District (Authority to Construct)

NATIVE AMERICAN CONSULTATION

Pursuant to AB 52, the City sent letters several Native American tribes on January 4, 2024, that could have knowledge regarding tribal cultural resources in the Project area. The 30-day AB 52 consultation consideration period ended on February 5, 2024. As discussed in Section 17, Tribal Cultural Resources, the following two tribes indicated a desire to consult with the City on this project.

- Rincon Band of Luiseno Indians – Shuuluk Linton via letter dated January 15, 20204
- Soboba Band of Luiseno Indians – Joseph Ontiveros via letter dated February 1, 2024

The tribes indicated their concern over tribal resources in this region, their desire to see detailed documents on potential impacts of the Project, and suggested mitigation measures (for more details, see Section 17, Tribal Cultural Resources).

STAFF RECOMMENDATION:

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

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

__ The proposed project could have a significant effect on the environment; however, the potentially significant effects have been analyzed and mitigated to below a level of

significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: May 14, 2024 Prepared By: Rocio Lopez, Consulting Planner

Contact Person: Rocio Lopez Phone: (951) 736-2293 / Email: rocio.lopez@coronaca.gov

AGENCY DISTRIBUTION

(check all that apply)

- _____ Responsible Agencies
- _____ Trustee Agencies (CDFG, SLC, CDPR, UC)
- _X_ State Clearinghouse (CDFG, USFWS, Redev. Projects) (local 20-day circulation)
- _X_ AQMD
- _X_ Pechanga
- _X_ Soboba
- _____ WQCB
- _X_ Other: Rincon tribal representatives

UTILITY DISTRIBUTION

_____ Southern California Edison

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

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

Figure 1: Regional Location

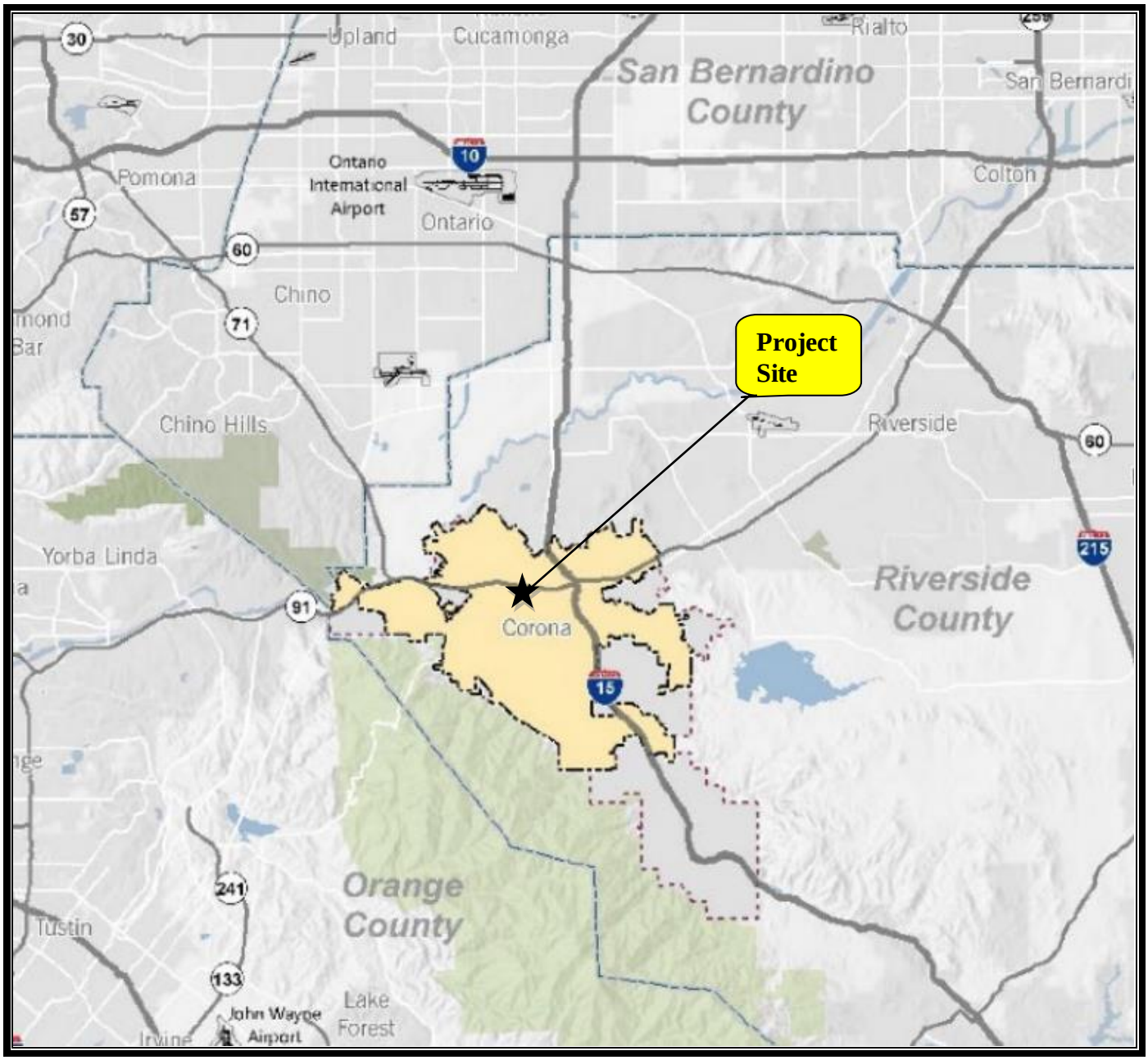


Figure 2: Local Vicinity

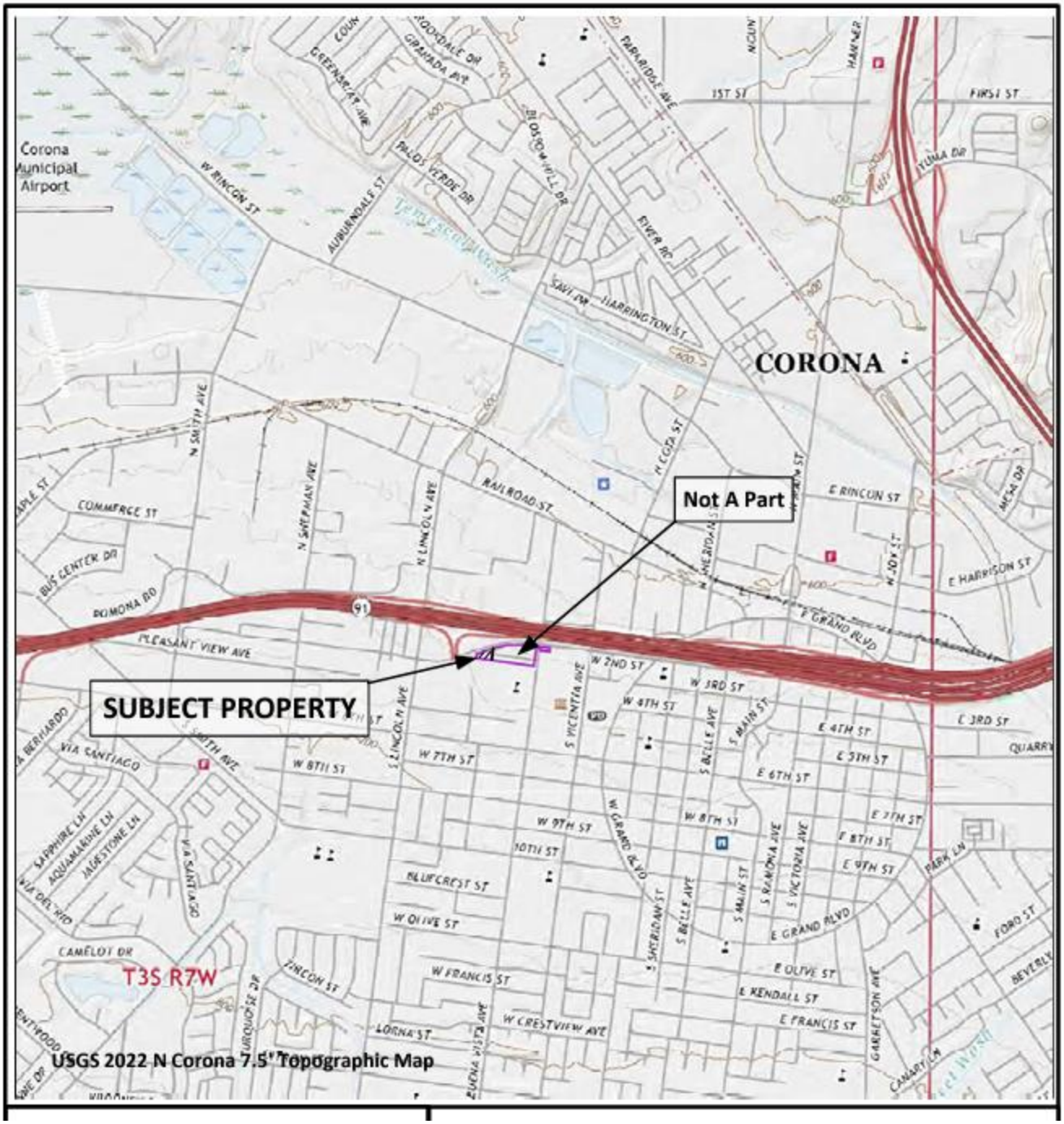


Figure 3: Aerial view

Figure 4a. Existing Site Photos

View Looking West along North Side of Property

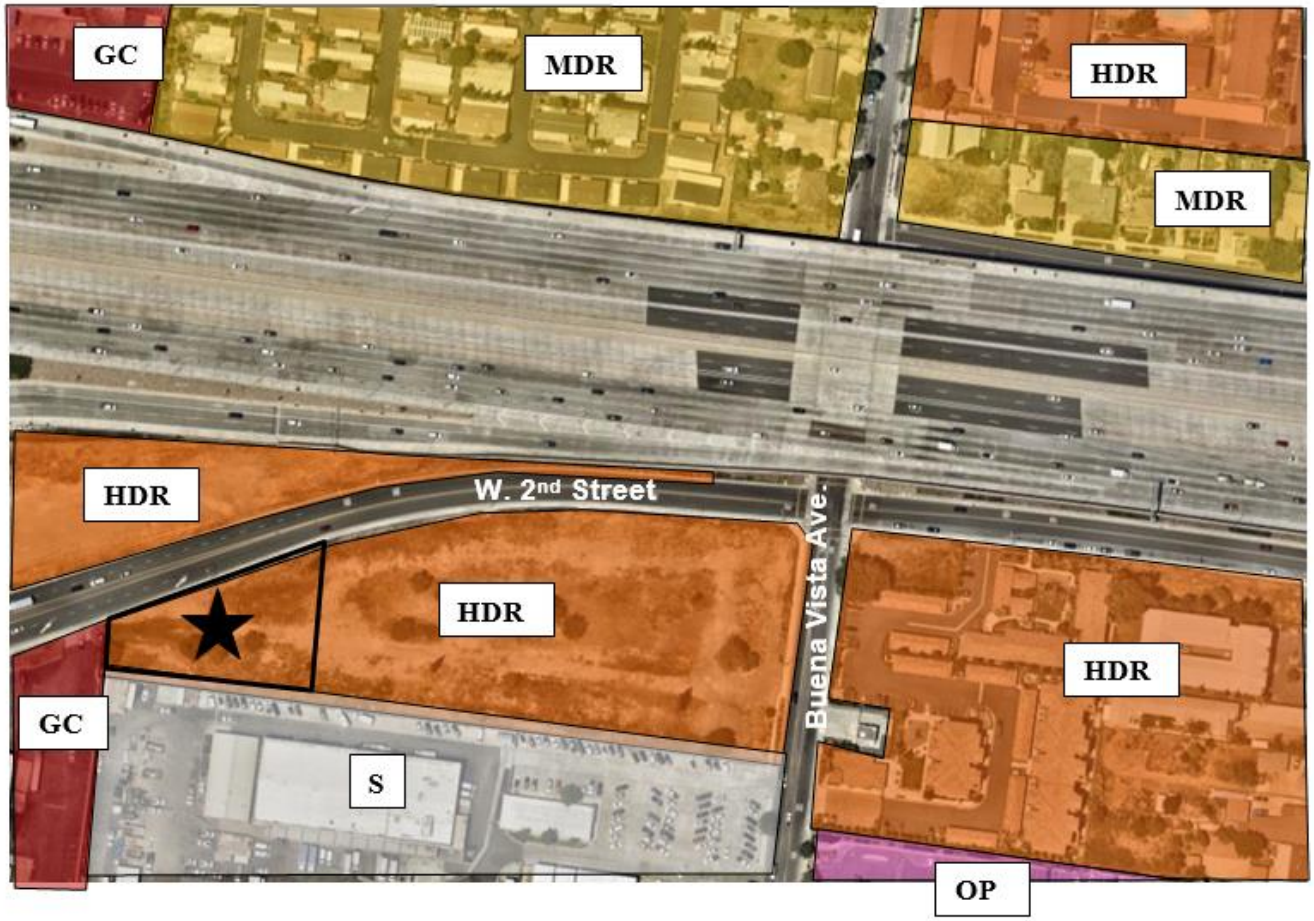
View Looking East through Property from SW corner

Figure 4b: Existing Site Photos

View Looking South through West end of Property

View to North

Figure 5: Existing General Plan Land Use Designations



HDR (High Density Residential)

MDR (Medium Density Residential)

S (School)

OP (Office Professional)

GC (General Commercial)

Figure 6: Existing Zoning

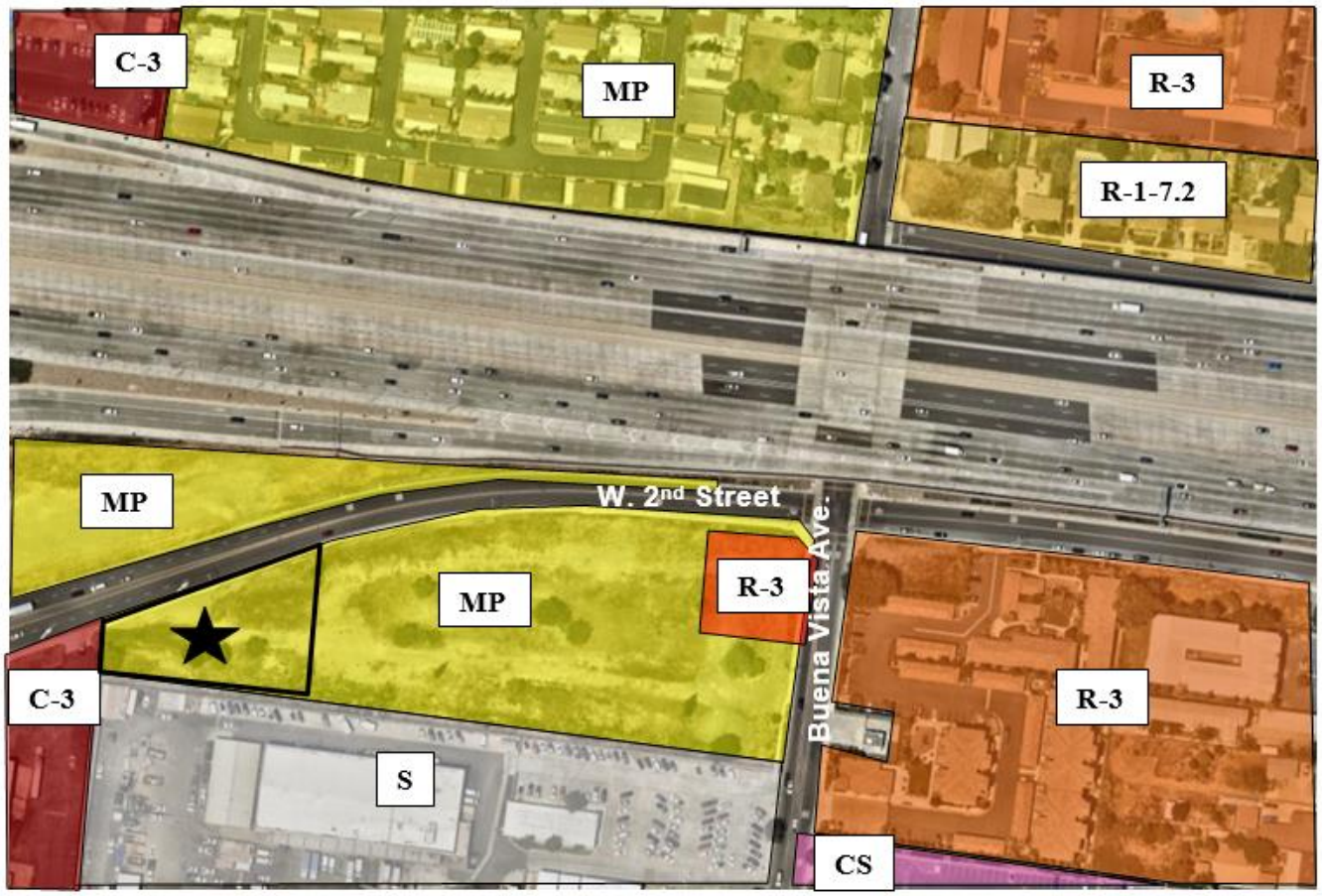


Figure 7: Architectural Site Plan

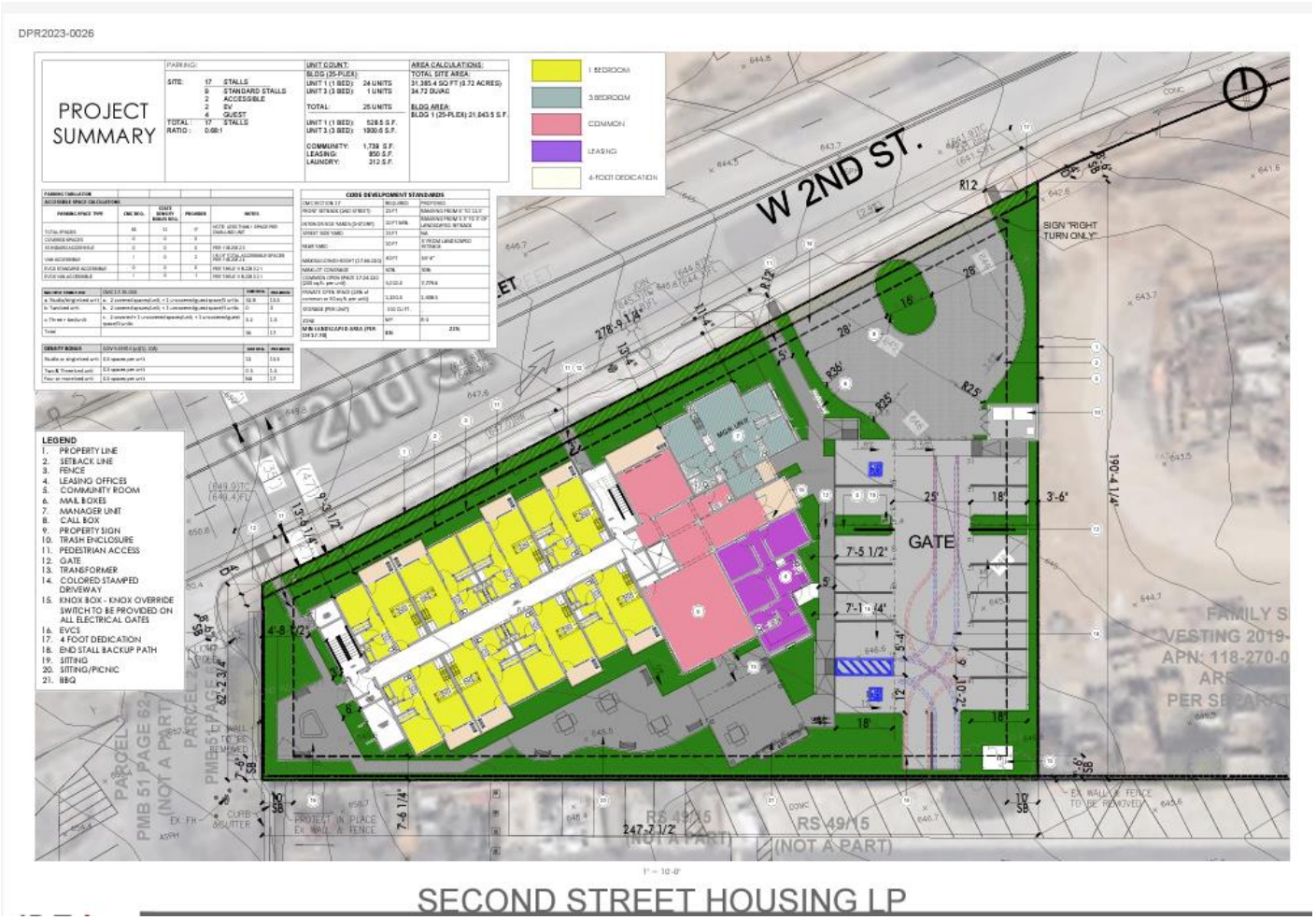


Figure 8: Elevations

KEYNOTES:

1. S-TILE ROOFING BY EAGLE
2. STUCCO BY OMEGA - (SNOW/ SIERRA LEONE)
3. STUCCO FINISH FOAM BAND
4. FIBER CEMENT TRIM - VISTA PAINT (EVENING DOVE)
5. FIBER CEMENT RAILING - VISTA PAINT (EVENING DOVE)
6. WOOD CORBEL
7. WOOD RAFTER TAIL - VISTA PAINT (EVENING DOVE)
8. DECORATIVE SHUTTER - VISTA PAINT (SPICED CARROT)
9. DECORATIVE VENT/TILE BY TALEVERO
10. POT SHELF - VISTA PAINT (EVENING DOVE)
11. LOUVERED DOORS - VISTA PAINT (SPICED CARROT)
12. EXTERIOR LIGHTING BY KICHLER
13. AWNING - VISTA PAINT (SPICED CARROT)
14. BUILDING SIGN

Figure 9: Landscape Plan

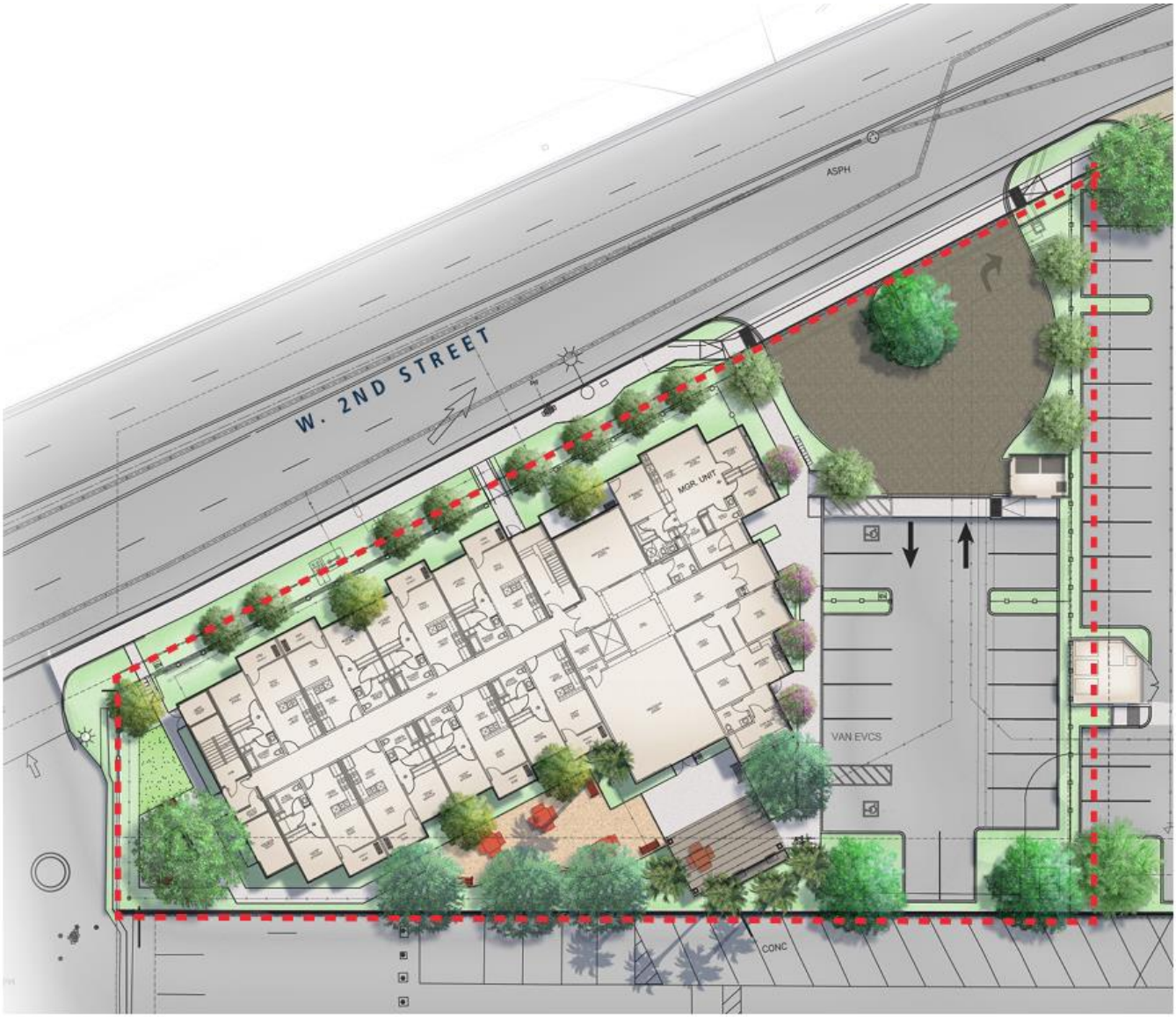


Figure 10: Conceptual Grading

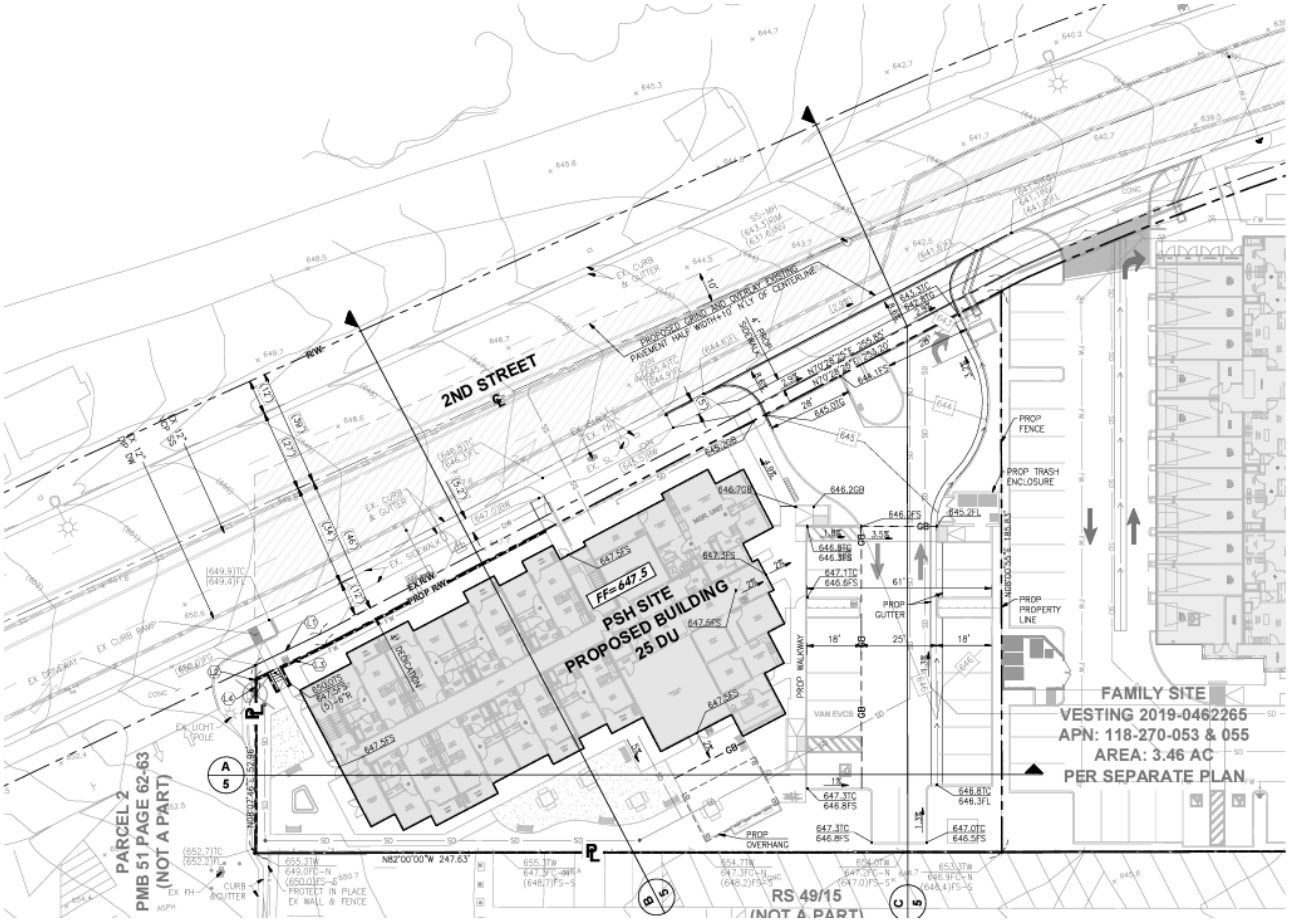
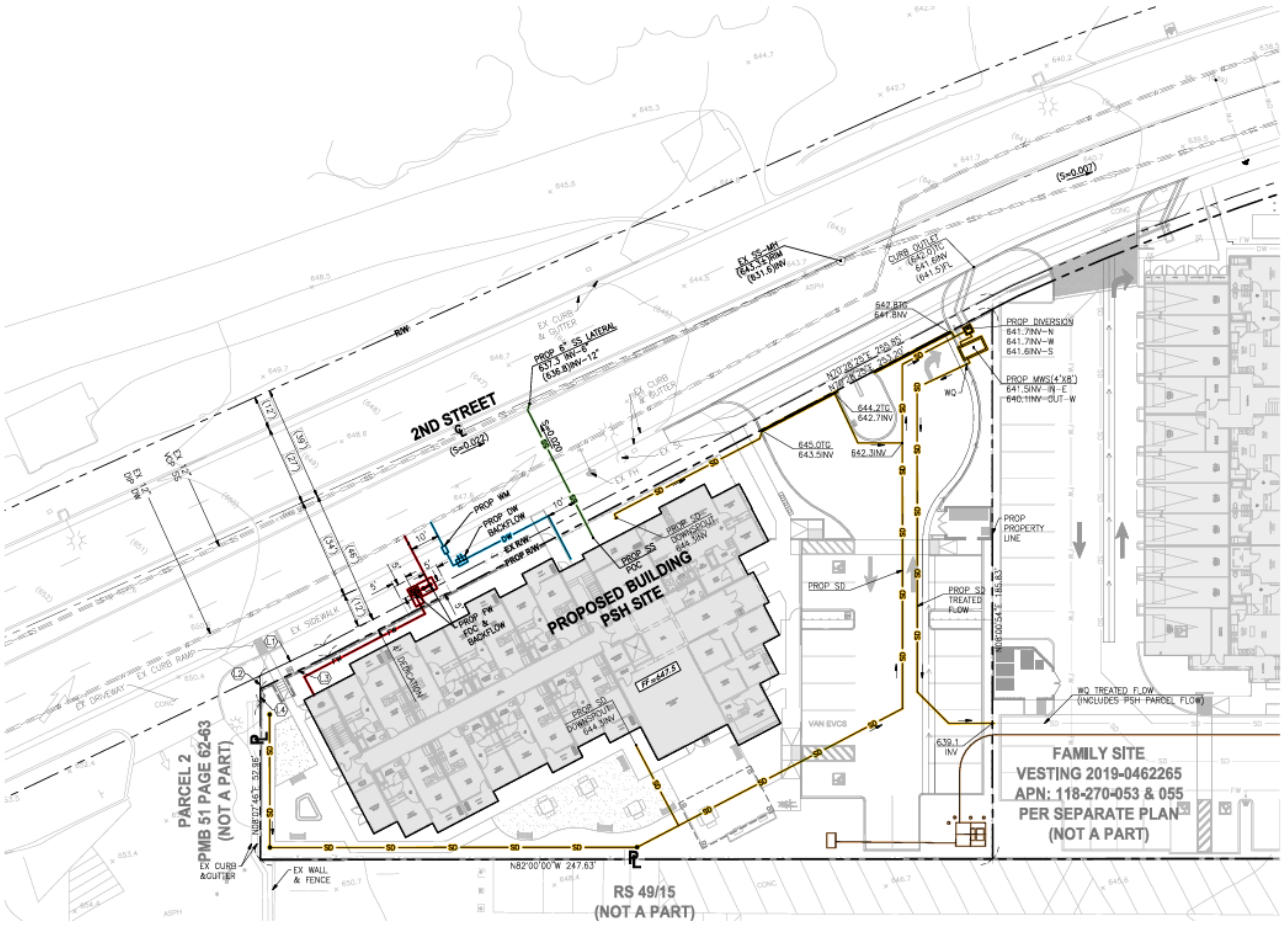


Figure 11: Utilities Plan



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)	☐	☐	☐	☒
b. Conflict with surrounding land uses	☐	☐	☐	☒
c. Physically divide established community	☐	☐	☐	☒

Discussion:

a. Conflict with any land use plan/policy, or agency regulation (general plan, specific plan, zoning)

No Impact. The Project site is located on the south side of 2nd Street and approximately 480 feet west of Buena Vista Avenue. The site has a General Plan land use map designation of High Density Residential (HDR) which allows up to 36 dwelling units per acre. The Project site acreage is 0.72, which allows a maximum of 25.9 dwelling units. The Project proposes 25 units which yields a density of 34.7 du/ac. The Project site is within the MP (Mobile Home Park) zone and is not located within a specific plan area. The MP zone permits the development of a mobile home park at a maximum density of eight (8) mobile homes per gross acres. A change of zone is not required in order to facilitate the development of the 25 permanent supportive housing units on the project site because the Project is being developed per the regulations established by the State Density Bonus Law, which allows qualifying affordable housing developments to be developed at the highest density allowed under the zoning ordinance, specific plan or land use element of the General Plan [Gov. Code § 65915, subd. (o)(6)]. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the General Plan, the greater density shall prevail. In the case of the proposed Project site, the City's Zoning Ordinance currently establishes a maximum allowable density of eight (8) mobile homes per gross acre for the MP zone. The General Plan's HDR designation establishes a maximum allowable density of 36 du/ac. Since the HDR allows a greater density than the MP zone, the 36 du/ac density limit prevails, and thus, the Project is allowed to be developed under the density allowed by the HDR designation regardless of the density restriction under the MP zoning.

Furthermore, per the Housing Accountability Act (aka Senate Bill 330), if a proposed housing development is consistent with the General Plan but the zoning for the project is inconsistent with the General Plan, the local agency (City of Corona), may require the project to comply with the objective standards and criteria of the zoning which is consistent with the General Plan. In the case of the proposed Project, the Project is allowed to be developed per the objective standards and criteria established for the R-3 zone, because the R-3 zone is a multiple family residential zone which permits the Project and is consistent with and implements the HDR designation. The R-3 zone permits multiple family residential development with an approved Precise Plan, which will be processed in connection with this development project. Therefore, development of the Project will not conflict with the city's land use plan or policy, and no mitigation is required.

The Project includes 100% affordable dwelling units which are being reviewed under an Affordable Housing Density Bonus application. Compliant with the State Density Bonus Law (SDBL), the Project is allowed up to four incentives or concessions and unlimited number of development standard waivers. Units within the Project, except for the manager's unit, will be restricted to their level of affordability for at 55 years in perpetuity by a recorded document and by the executed Density Bonus Agreement between the developer and the City. Since the HDR designation allows for this type of land use, the development does not conflict with the city's Land Use Policies, and no mitigation is required.

b. Conflict with surrounding land uses.

No Impact. The project site is located in an area that is predominantly residential. It is bordered to the north by 2nd Street, with a vacant property located across the street to the north. To the west of the site is a commercial center, to the south is Orange Grove High School and to the east is vacant property which will be developed for 115 multiple family residential units. The proposed Project is a multiple family residential development which is compatible with the surrounding commercial, multiple family residential and school land uses. Furthermore, the Project is located within the appropriate General Plan land use designation of HDR. Therefore, development of the Project will not conflict with surrounding land uses.

c. Physically divide an established community

No Impact. The proposed multiple family residential use is considered to be generally passive and therefore, can be established next to or nearby existing commercial and residential neighborhoods. For this reason, the project does not conflict with the surrounding land uses, nor would it physically divide the established residential community, and therefore, no mitigation is warranted.

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

Discussion:

a. Induce substantial growth

Less Than Significant Impact. As mentioned previously, the Project would construct a three-story building consisting of one manager's unit and 24 permanent supportive housing units. The California Department of Finance (CDF) data (Table 2: E-5 City/County Population and Housing Estimates, 1/1/2023) details that the City of Corona has a residential population of 157,005 and 50,604 housing units as of January 2023. In addition, it is estimated that the City has an average of 3.19 persons per household with a vacancy rate of 3.1%. Considering that the previous use on the Project site was a mobile home park consisting of approximately 50 residential units, the net loss in residential units would be 25 units. However, since the remaining 3.46-acre adjacent site will be developed with 115 units, the overall net gain would be 90 units. The adjacent 115-unit multiple family housing project is being evaluated under a separate Mitigated Negative Declaration document. Further, the 25-unit Project is subject to the General Plan land use designation of High Density Residential (HDR) which allows up to 36 dwelling units per acre. The Project proposes 25 units on a site acreage of 0.72, which results in a density of 34.7 du/ac, which falls within the 15-36 du/ac density range established by the General Plan for the HDR designation.

The 2020-2045 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) assumed the population within the City of Corona to grow from 165,800 in 2016 to 185,100 in 2045 (approximately 11 percent). The addition of 80 new residents (25 new units x 3.19 persons per household) would not represent an increase in population since there is a net loss of 25 units. The Project site is a vacant lot within an entirely urban, developed area. Thus, the Project would not induce any population growth. As the Project consists of development that would generate less than the previous percent growth, potential impacts related to substantial unplanned population growth would be less than significant.

Additionally, the proposed Project is located in an urbanized area of the City that is already served by existing roadways and infrastructure systems. No infrastructure would need to be extended to serve areas beyond the Project site, and indirect impacts related to growth would not occur from implementation of the proposed Project. Therefore, potential impacts related to inducement of unplanned population growth, either directly or indirectly, would be less than significant.

b. Displace substantial numbers of existing housing or people

No Impact. The Project site is currently vacant and does not support any people or housing. No people or housing would be displaced by implementation of the proposed Project. Conversely, housing would be developed by the Project. Therefore, the Project would result in no impact related to displacement and replacement housing.

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

Discussion:

The following section is based on the Preliminary Geotechnical and Infiltration Feasibility Investigation Report prepared by LOR Geotechnical, dated October 9, 2023 and revised on April 16, 2024 (Appendix A).

a. Fault/seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction

Less Than Significant Impact.

Fault/seismic failures (Alquist-Priolo zone)

The Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone, does not lie within a current State of California Earthquake Fault Zone nor does the site lie within a County of Riverside fault zone (LOR Geotechnical Group, Inc. 2023). The closest known active fault to the site is the Chino-Central Avenue Fault, located approximately 0.5 miles to the northeast of the site. Other faults in the region include the Whittier-Elsinore fault zone located approximately 3.2 kilometers (2.0 miles) to the southwest, the Cucamonga fault located approximately 30.5 kilometers (19 miles) to the north, the San Jacinto fault located approximately 32.5 kilometers (20 miles) to the northeast, and the San Andreas fault located approximately 43.5 kilometers (27 miles) to the northeast.

The historical seismicity of the site entails numerous small to medium magnitude earthquake events occurring in the region around the subject site. Any future developments at the subject site should anticipate that moderate to large seismic events could occur very near the site.

Structures built in the City of Corona are required to be built in compliance with the California Building Code (CBC), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Compliance with the CBC would include the incorporation of 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Moreover, consistent with the CBC, the Project is required to implemental recommendations from the Preliminary Geotechnical and Infiltration Feasibility Investigation Report, which includes recommendations related to earthwork and the design and construction of foundations, floor slabs, pavements, and infiltration systems. Because the proposed Project would be constructed in compliance with the CBC, the proposed Project would result in a less than significant impact related to strong seismic ground shaking.

Landslides

Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

The project site is relatively flat. Furthermore, according to the City of Corona General Plan EIR Deep-seated Landslide Hazard Map, the Project area is not identified as a highly susceptible landslide hazard area. Additionally, the Preliminary Geotechnical and Infiltration Feasibility Investigation Report determined that hazards from slippage or landslide from proposed construction of the Project is unlikely (LOR Geotechnical Group, Inc. 2024). Therefore, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides and impacts would be less than significant.

Liquefaction

Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils.

The Project site is located in an area of low liquefaction susceptibility on Riverside County liquefaction hazard maps and, per the Preliminary Geotechnical and Infiltration Feasibility Investigation Report, the liquefaction potential at the site is considered low due to the anticipated depth to groundwater and density of the on-site soils (LOR Geotechnical Group, Inc. 2024). No groundwater was encountered in the borings while drilling, or for the short duration in which they remained open, to the maximum depth of 51.5 feet. In addition, the proposed Project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process. With compliance with existing regulations and the Project location, impacts related to seismically related ground failure and liquefaction would be less than significant.

b. Grading of more than 100 cubic yards

Less Than Significant Impact. Construction of the proposed Project would consist of a cut volume of 1,710 cubic yards (CY) and a fill volume of 1,320 CY, thus resulting in a net export volume of 390 CY. As such, the Project would result in grading of more than 100 CY. However, the Project would be required to be built in compliance with the California Building Code (CBC), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Further, impacts associated with grading have been analyzed throughout this Mitigated Negative Declaration (MND) in Section 5, Air Quality, and Section 16, Greenhouse Gases, both of which were determined to have less than significant impacts. As such, impacts related to grading would be less than significant.

c. Grading in areas over 10% slope

No Impact. Based on its topography, the proposed Project would not include grading of any areas with slopes over 10 percent. Project grading would be required to comply with the California Building Code (CBC), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, and retaining walls. Additionally, the Project would incorporate construction best management practices (BMPs) through adherence to CBC grading and site preparation recommendations included in the Geotechnical Investigation such as removal of undesirable and/or unstable soils to be recompacted to decrease the likelihood of settlement after construction. Further, impacts associated with grading have been analyzed throughout this MND in Section 5, Air Quality, and Section 16, Greenhouse Gases, both of which would result in less than significant impacts. As such, impacts related to grading would be less than significant.

d. Substantial erosion or loss of topsoil

Less Than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Excavations and grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water.

Chapter 15.36.290 of the City's Municipal Code implements the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Regional Board Order No. R8-2010-0033, as amended, (MS4 Permit) and establishes minimum stormwater management requirements and controls that are required to be implemented for construction and grading activities for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented as listed within Section 4, Hydrology and Water Quality, of this report. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the City's Municipal Code

stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the City of Corona's Planning and Development Department, Development Services Division, construction impacts related to erosion and loss of topsoil would be less than significant.

e. Unstable soil conditions from grading

Less Than Significant Impact. Unstable soil conditions have the potential to result in hazards such as landslides, lateral spreading, subsidence, and liquefaction or collapse. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. As discussed previously, implementation of the Project and associated grading are unlikely to result in hazards such as landslides. Additionally, the Project site and surrounding area are fully developed and do not have natural or manufactured slopes. Accordingly, the Project would not be located on a geologic unit or soil that is unstable and that would result in on- or off-site landslides, therefore no significant impacts would occur.

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along the sloping ground. The Project site's potential for lateral spreading is considered low due to the site's relatively flat topography, distance from slopes, and "very low" potential for liquefaction. Thus, the Project would not be located on a geologic unit or soil that would result in lateral spreading, and no significant impacts would occur.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in basin is lowered. Groundwater was not detected at the maximum depth explored of 51.5 feet below existing grade (LOR Geotechnical Group, Inc. 2023). The Project would not pump water from the Project area; however, slight subsidence is anticipated as a result of soil excavation and compaction. However, recommendations of the Preliminary Geotechnical and Infiltration Feasibility Investigation Report would be implemented during grading and construction and the Project would be required to comply with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process.

Thus, with compliance with existing regulations and implementation of best management practices (BMPs) impacts related to unstable soil conditions from grading, including landslides, lateral spreading, subsidence, liquefaction or collapse would be less than significant.

f. Expansive soils

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Engineering Report determined that near site soil, which consists of medium dense to dense silty clayey sand with varying amounts of gravel, resulted in an expansion index of 36 indicating a "low" potential for expansion (Terraco 2022). Therefore, the Project site has low potential for expansive soil. Additionally, the Project would require compliance with the CBC requirements, as implemented by the Corona Municipal Code and verified through the City's plan check and permitting process. Thus, impacts related to expansive soils would be less than significant.

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

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

Discussion:

The following section is based on the Project Specific Water Quality Management Plan (WQMP), prepared by Fuscoe Engineering, Inc., dated December 2023 and revised April 2024 (Appendix B); the Preliminary Drainage Analysis, prepared by Fuscoe Engineering, Inc. dated April 2024 (Appendix C); and the Sewer and Water Study Report, prepared by Fuscoe Engineering, Inc., dated May 2024 (Appendix D).

a. Violate water quality standards/waste discharge requirements

Less than Significant Impact.

Temporary Construction-Related Activities

Construction of the Project would require grading and excavation of soils, which would loosen sediment and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would involve paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollution such as silt, debris, chemicals, paints, solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP. Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs which would reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management.

Adherence to the existing requirements and implementation of the appropriate BMPs, as ensured through the City's plan check and permitting process, would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The proposed Project would include the development of a 25-unit permanent supportive housing (PSH) development with one manager's unit and 24 PSH units, consisting of a 3-story 21,043.5 square foot building. The project includes associated parking, laundry facility, community building, and open space areas with picnic sitting and bar-b-que facilities. Potential pollutants associated with the proposed uses include various chemicals from cleaners, pathogens from pet wastes, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. If these pollutants discharge into surface waters, it could result in degradation of water quality. However, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into

landscaped areas.

Section 13.27.120 of the City's Municipal Code requires implementation of a Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from new development and redevelopment projects. The Project's WQMP was created to comply with the requirements of the City of Corona, the Riverside County Water Quality Management Plan, and the NPDES Areawide Stormwater Program. The BMPs would include pollutant source control features and pollutant treatment control features. The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. For the purposes of stormwater quality, an underground bioretention/biofiltration system is proposed. The Project site is split into several drainage management areas.

All existing onsite runoff joins Buena Vista and 2nd Street runoff and is conveyed northerly via and curb and gutter before being captured by a catch basin at the northwest corner of the intersection at Buena Vista Avenue and 2nd Street. The proposed development will maintain the historic discharge point. Proposed onsite stormwater runoff will be captured by localized catch basins and drain inlets, and flows will be diverted into high and low flows. The low flows will be routed first to treatment points with a Modular Wetlands System (MWS) to treat the proposed runoff, while 10-Yr (high) flows will be directed to the site's drainage outfall. Once the runoff is treated by the MWS, it will discharge into 2nd Street through a proposed curb outlet, then discharge to the existing 54-inch storm drain along Buena Vista. The site will be graded as such to have overland runoff for severe storms and the finish floor is set at least a foot over the 100 year-storm.

With implementation of NPDES requirements and the WQMP, pursuant to the City Municipal Code, which would be verified during the plan check and permitting process for the proposed Project, the proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

b. Deplete groundwater supplies

Less Than Significant Impact. No potable groundwater wells are proposed as part of the Project. The Project would be served with potable water by the City of Corona Utilities Department. The City has a diverse water supply portfolio including imported water from Western Municipal Water District (WMWD), groundwater from two local groundwater basins (Temescal Basin and Bedford-Coldwater Basin), and reclaimed water for landscape irrigation and other non-potable uses (City of Corona, Urban Water Management Plan, 2021, p. ES-2). The City's Urban Water Management Plan (UWMP) demonstrates that it has sufficient available water resources to adequately serve projected water demands within the City's service area through 2045. The water demand factors used to project future water demand within the City's service area are based in part on the land uses planned by the City of Corona General Plan. Thus, because the Project is fully consistent with the site's General Plan land use plan designation, it can be concluded that the City would have adequate water supplies, including groundwater supplies, to serve the Project in addition to past, present, and future commitments to supply water (City of Corona, Urban Water Management Plan, 2021, Chapter 7). Therefore, implementation of the Project would not substantially deplete groundwater supplies and the Project's impacts to groundwater supplies would be less than significant.

c. Alter existing drainage pattern

Less Than Significant Impact. Under existing conditions, the Project site is currently vacant and does not contain a stream or river; therefore, the Project does not have the potential to alter the course of a stream or river. The Project is designed to maintain the existing drainage flow pattern across proposed impervious surfaces and would not result in significant erosion or siltation on- or off-site. All storm water runoff would be carried via curbs, gutters, catch basins, and drain inlets, and flows will be diverted into high and low flows where it will be treated with a Modular Westland System (MWS) before discharging into the storm drain in 2nd Street and Buena Vista Avenue. Since the site runoff under the proposed Project would be conveyed to the existing storm drain pipes, it can be concluded that the Project would not substantially alter the site's existing drainage pattern. As such, it can be concluded that the Project would not increase the rate or amount of surface runoff in a manner which would result in flooding; create or contribute to runoff water which would exceed the capacity of existing or proposed stormwater drainage systems; or impede or redirect flood flows. Therefore, Project impacts to the site's existing drainage pattern would be less than significant.

Additionally, according to FEMA's FIRM Map #06065C0689G, the Project site is zoned as Flood Zone X, area with minimal flood hazard. The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed and would not impede or redirect flood flows. As such, the Project would result in a less than significant impact on the existing drainage pattern.

d. Increase flooding hazard

Less Than Significant Impact. According to the Federal Emergency Management Agency (FEMA), the Project site is not located within a flood hazard zone. According to the California Department of Conservation, California Official Tsunami Inundation Maps, the site is not located within a tsunami inundation zone. In addition, the Project would not be at risk from seiche because there is no water body around the Project site capable of producing a seiche.

As discussed previously, the Project site is classified as Flood Zone X, areas of minimal flood hazard. In addition, the Project site does not include, and is not adjacent to, a body of water such as a natural stream or river that would increase the potential for flooding. Further, the Project site is located approximately 25 miles northeast of the Pacific Ocean. Therefore, the Project is not located within a tsunami zone. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest body of water is Lake Matthews, approximately 6.5 miles to the east of the Project site. The Project site is not within the vicinity of any impounded bodies of water; therefore, the Project is not at risk of a seiche.

Also, as discussed previously, the Project would introduce approximately 24,562 square feet of impervious surfaces to the site, which would increase stormwater runoff from the Project site. However, the proposed Project would install an on-site storm drain system that would convey runoff to the biofilter unit that would capture and filter runoff, then to the existing storm drain systems in 2nd Street and Buena Vista Avenue. In addition, the Project includes 6,899 square feet of landscaping that would infiltrate stormwater on-site. The Project would comply with City and NPDES requirements as identified in the WQMP. Adherence to the existing requirements and implementation of the post-construction stormwater requirements would be confirmed during Project plan check prior to Project approval. Therefore, the Project would result in a less than significant impact with respect to flooding hazards.

e. Degrade surface or ground water quality

Less Than Significant Impact. As discussed under Section 4.a above, with mandatory compliance with the City's NPDES permit and with implementation of a SWPPP during construction and a WQMP during long-term operations, the Project would not degrade surface or ground water quality during either construction or long-term operation, and impacts would therefore be less than significant.

f. Within 100-year flood hazard area

Less Than Significant Impact. As discussed under Section 4.d above, the Project site is within Flood Zone X (Shaded), which encompasses areas with a 0.2% annual chance of flood, areas of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from the 1% annual chance flood (FEMA 2018). As such, the Project site is not subject to inundation during 100-year flood events, and therefore, impacts would be less than significant.

g. Increase exposure to flooding

Less Than Significant Impact. As mentioned previously, the Project site does not include, and is not adjacent to, a natural stream or river. Thus, the Project would not increase exposure to flooding from proximity to a stream or river. In addition, a SWPPP would be implemented during construction to control drainage and maintain drainage patterns across the proposed Project. As discussed in the WQMP. existing drainage patterns would remain unchanged, which would result in a decrease in time of concentration due to increase in imperviousness. As discussed previously, the Project would introduce approximately 24,562 square feet of impervious surfaces to the site, which would increase stormwater runoff from the Project site. However, the proposed Project would install an onsite storm drain system that would convey runoff to a biofilter unit that would capture and filter runoff, then to the existing storm drain system in Buena Vista Street. In addition, the Project includes 6,899 square feet of landscaping that would infiltrate stormwater onsite. The Project would comply with City and NPDES requirements as identified in the WQMP (Appendix I). Adherence to the existing requirements and implementation of the post construction stormwater requirements would be confirmed during Project plan check prior to Project approval. Therefore, the Project would result in a less than significant impact on flooding on- or offsite.

h. Exceed capacity of the storm water drainage system

Less Than Significant Impact. As described in the previous responses, the proposed Project would be required to implement a SWPPP during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the Project site, which would reduce potential impacts to stormwater drainage systems and water quality to a less than significant level.

The proposed Project would introduce approximately 24,562 square feet of impervious surfaces to the Project site. Proposed bioretention facilities would mitigate the 85th percentile 24-hour storm event. This system would filter coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). Also, although the Project is anticipated to increase runoff, low impact development (LID) design features would provide more treated flows than the increased runoff (system has 26% more flowrate treatment capacity than the design flowrate). Therefore, development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

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

Discussion:

The following section is based on the Air Quality, Greenhouse Gas and Energy Assessment prepared by Urban Crossroads, dated September 29, 2023 (Appendix E) and the Air Toxic and Criteria Pollutant Health Risk Assessment prepared by Urban Crossroads, dated January 19, 2024 (Appendix F).

a. Conflict with air quality plan

Less than Significant Impact. The Project site is located within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the *Final 2022 AQMP* (*2022 AQMP*). The *2022 AQMP* continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (18). Similar to the 2016 AQMP, the *2022 AQMP* incorporates scientific and technological information and planning assumptions, including the *2020-2045 RTP/SCS*, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), for purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a Project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the 2022 AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

As shown in Tables 3 and 4 in Section 5.b below, the Project would not exceed SCAQMD significance thresholds for any criteria pollutant during short term construction or during long-term operation. The construction contractors are required to comply with rules, regulations, and control measures to control fugitive dust from grading (Rule 403) and the application of

architectural coatings during building construction (Rule 1113). Accordingly, the Project's air quality emissions are less than significant.

The Project site is designated as High Density Residential (HDR) on the City's General Plan land use map and zoned Mobile Home Park. The HDR designation is intended for the development of multiple-family residential at a density of up to 36 units per acre. Development at this density requires full urban levels of service and public improvements. The HDR land use designation was the land use designation that was used by the SCAQMD to generate the growth forecasts for the air quality plan referenced above.

Finally, emissions generated by construction and operation of the proposed Project would not exceed daily emissions thresholds established by the SCAQMD. As described in the analysis below and detailed in Appendix C, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant.

b. Violate air quality standard

Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal and State ozone standards and particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table 5-A. Should construction or operation of the proposed Project exceed these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

TABLE 5-A: MAXIMUM DAILY REGIONAL EMISSIONS THRESHOLDS

Pollutant	Construction	Operations
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

lbs/day – Pounds Per Day

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following construction activities: site preparation, grading, building construction, paving, architectural coating/striping. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

Construction activities would generate emissions from construction equipment and construction worker vehicle trips to and from the Project site during the estimated 18 months of construction.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM10, and PM2.5 emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling.

In addition, implementation of SCAQMD Rule 1113 that governs the VOC content in architectural coating, paint, thinners, and solvents, would be required. As shown in Table 5-B, construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, regional construction related air quality emissions would result in a less than significant impact.

TABLE 5-B: REGIONAL CONSTRUCTION EMISSIONS SUMMARY

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2025	1.14	10.01	13.48	0.02	0.65	0.42
2026	7.90	14.73	21.42	0.03	1.02	0.62
Winter						
2025	1.95	17.30	16.70	0.02	3.18	1.81
2026	1.09	9.49	13.00	0.02	0.60	0.38
Maximum Daily Emissions	**7.90**	**17.30**	**21.42**	**0.03**	**3.18**	**1.81**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1]PM_{10} and $PM_{2.5}$ source emissions reflect 3x daily watering per SCAQMD Rule 403 for fugitive dust.

Operation

The Project would be operated as a multiple family residential development. Operational related emissions are expected from the following primary sources: area source, energy source and mobile source emissions. Typical operational characteristics include residents and visitors traveling to and from the site, delivery of goods and services to the residents, and maintenance activities. Table 5-C shows the SCAQMD thresholds for operational emissions compared to the Project's maximum daily emissions.

TABLE 5-C: TOTAL PROJECT REGIONAL OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	1.26	1.25	11.70	0.03	2.62	0.68
Area Source	0.54	0.43	1.59	0.00	0.03	0.03
Energy Source	0.01	0.11	0.05	0.00	0.01	0.01
Total Maximum Daily Emissions	**1.81**	**1.79**	**13.34**	**0.03**	**2.66**	**0.72**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	1.18	1.35	9.78	0.03	2.62	0.68
Area Source	0.42	0.41	0.18	0.00	0.03	0.03
Energy Source	0.01	0.11	0.05	0.00	0.01	0.01
Total Maximum Daily Emissions	**1.61**	**1.87**	**10.01**	**0.03**	**2.66**	**0.72**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

As shown in Table 5-C above, construction and operational-related emissions would not exceed South Coast Air Quality Management District thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during operation and would not contribute to an existing or projected air quality violation on a direct or cumulative basis. As such, impacts are less than significant, and no mitigation measures are required.

c. Net increase of any criteria pollutant

Less than Significant Impact. As mentioned previously, the South Coast Air Basin (SCAB) is in a non-attainment status for federal and State ozone standards and particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown above in Table 5-A.

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, the proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operational Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, the proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

d. Expose sensitive receptors to pollutants

Less than Significant Impact. The SCAQMD has developed Localized Significance Thresholds (LSTs) that represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOX, CO, PM10, and PM2.5 pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The Project site is located in SRA 22, Norco/Corona.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual or cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM10 and PM2.5 (since PM10 and PM2.5 thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM10 and PM2.5 is location R1 represented by the existing residence at 307 S Buena Vista Ave, approximately 67 feet (20 meters) east of the Project site. If the calculated emissions for the proposed construction or operational activities are below the LST emission thresholds, the proposed construction or operation activity is not significant for air quality (SCAQMD).

Localized Construction Emissions

Using the CalEEMod Mitigated Construction Emissions, which incorporates Rule 403 dust control measures, Table 5-D calculates that localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for construction activities with Rule 403 measures applied to the Project, including watering the site, reducing speed on site, and street sweeping. Thus, a less than significant impact would occur for Project-related construction-source localized emissions, and no mitigation is required.

TABLE 5-D: PROJECT LOCALIZED CONSTRUCTION IMPACTS

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation				
Maximum Daily Emissions	**14.69**	**13.65**	**2.73**	**1.60**
SCAQMD Localized Threshold	144	841	256	80
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading				
Maximum Daily Emissions	**17.25**	**16.12**	**3.05**	**1.78**
SCAQMD Localized Threshold	170	1,007	262	81
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Localized Operational Emissions

The proposed Project is located on approximately 0.72 acres, and the total development is proposed to consist of a 25-unit permanent supportive housing development. According to the SCAQMD LST methodology, LSTs would apply to the

operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no LST analysis is needed for operations.

CO Hotspots

As discussed below, the Project would not result in potentially adverse CO concentrations or "hot spots." An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

Per the Project's Trip Generation Assessment, dated January 19, 2024 (Urban Crossroads), proposed Project is forecast to generate approximately 120 daily trips and would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Air Toxic and Criteria Pollutant Health Risk Assessment

In 2005, the California Air Resources Board (ARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The ARB indicates that due to traffic generated pollutants, there is an estimated increased cancer risk incidence of 300 to 1,700 per million within this domain. At some point however, the increased cancer risk incidence due the effects of freeway/roadway corridor pollutants become indistinguishable from the ambient air quality condition. In this regard, the effects of freeway/roadway-source pollutants that may impact the Project site are already acknowledged and accounted for within the ambient air quality discussions presented within this Section. More specifically, the MATES-V Study data for the Project site comprehensively reflects increased TAC-source cancer risks affecting the City and Project site, inclusive of increased cancer risks due to freeway sources.

For carcinogenic exposures resulting from exposure to toxics from the freeway, the summation of risk for the maximum exposed residential receptor totaled 1.38 in one million and will not exceed the SCAQMD significance threshold of 10 in one million. For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one. For acute exposures, the hazard indices for the identified averaging times did not exceed unity. Therefore, noncarcinogenic hazards are calculated to be within acceptable limits and a less than significant impact would occur.

For the maximum exposed residential receptor, results of the analysis predicted freeway emissions will produce PM10 concentrations of 0.12 µg/m3 and 0.07 µg/m3 for the 24-hour and annual averaging times. These values will not exceed the SCAQMD significance thresholds of 2.5 µg/m3 and 1.0 µg/m3, respectively. For PM2.5, a maximum 24-hour average concentration of 0.16 µg/m3 was predicted. This value also will not exceed the identified significance threshold of 2.5 µg/m3.

The maximum modeled 1-hour average concentration for CO of 0.02 parts per million (ppm), when added to an existing background concentration of 3.3 ppm, would equal a total Project concentration of 3.32 ppm. This would not cause an exceedance of the California Ambient Air Quality Standards (CAAQS) of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.02 ppm, when added to an existing background level of 1.2 ppm, would equal a total Project concentration of 1.22 ppm. This would not cause an exceedance of the CAAQS of 9 ppm.

For NO2, a maximum one-hour concentration of 0.01 ppm was predicted. This concentration, when added to a background concentration of 0.066 ppm, would equal a total Project concentration of 0.09 ppm. This would not cause an exceedance of the CAAQS of 0.18 ppm.

As noted, short duration (i.e., 1 and 8-hour) exposures associated with both toxic and criteria pollutants are within acceptable limits. As such, less than significant impacts are anticipated to residents who would access and utilize outdoor amenities.

e. Create objectionable odors

Less Than Significant Impact. The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- *Agricultural uses (livestock and farming)*
- *Wastewater treatment plants*

- *Food processing plants*
- *Chemical plants*
- *Composting operations*
- *Refineries*
- *Landfills*
- *Dairies*
- *Fiberglass molding facilities*

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is 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	☐	☐	☒	☐
b. Conflict of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	☐	☐	☒	☐
c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction	☐	☐	☒	☐
d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions (General Plan Condition)	☐	☐	☒	☐
e. Change in air traffic patterns	☐	☐	☐	☒
f. Traffic hazards from design features	☐	☐	☒	☐
g. Emergency access	☐	☐	☐	☒
h. Conflict with alternative transportation policies	☐	☐	☐	☒

Discussion:

The following section is based on the Trip Generation Assessment prepared by Urban Crossroads, dated January 19, 2024 (Appendix G).

a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system

Less than Significant Impact. A significant impact would occur if the development of the Project would conflict with programs, plans, or ordinances that support transit services, bicycle lanes, sidewalks, and trails. Future street improvements that are programmed to implement the updated circulation network plan will be designed in accordance with all applicable engineering standards relating to vehicle traffic, bicycles, pedestrian safety, line of site, and other design criteria. Impacts will be less than significant.

Furthermore, as shown in Table 6-A, the Project would generate approximately 120 two-way trips per day including 13 trips during the AM peak hour and 12 trips during the PM peak hour. The City of Corona Guidelines indicate that if a project generates 50 daily peak hour trips or more without consideration of pass-by trip reductions, a full traffic study could be required for the project. Because the Project will be generating less than 50 daily peak hour trips, a full traffic study was not warranted, as the Project would be contributing less than 50 peak hour trips to any off-site intersection. Therefore, impacts would be less than significant, and no mitigation is warranted.

Roadway Facilities

For CEQA purposes, roadway facilities are viewed in the context of how they reduce the amount of vehicle miles traveled and promote the use of other non-motorized modes of travel such as transit, bicycle, and pedestrian. Per the City of Corona's General Plan Circulation Element, 2nd Street is classified as a collector street, which is required to have an overall roadway width of 44 feet with a five-foot wide sidewalk and seven feet of parkway landscaping on both sides of the roadway for an overall right-of-way width of 68 feet. However, the segment of 2nd Street in front of the project site extending to Buena Vista Avenue is currently improved as a modified collector street having a modified roadway width and sidewalk. Specifically, the south half of 2nd Street from the street centerline to the project site is currently improved with 20 feet of roadway width and 5.6 feet of sidewalk. The applicant is required to dedicate four (4) feet of the property's frontage to the right-of-way for 2nd Street and install the missing landscaping within a 6.4-foot-wide parkway. Construction of the missing and required public improvements would serve to facilitate vehicular, pedestrian, bicycle and bus travel. Therefore, impacts would be less than significant.

Bicycle and Pedestrian Facilities

Per Figure CE-3, Bikeway Plan, of the City of Corona's General Plan, the segment of 2nd Street that fronts the project site does not include a designated bike facility. The nearest bike facility is located on Buena Vista Avenue, which contains an existing Class III bike facility. Class III bike lanes are signed but not striped on street bike lanes (shared with vehicular traffic). Existing pedestrian facilities, including sidewalks are currently installed along the project's frontage adjacent to 2nd Street. Additionally, there are pedestrian and bicycle facilities within the vicinity of the Project site. The intersection of Buena Vista Avenue and 2nd Street is striped with school-zone crosswalks on all approaches due to the proximity to Orange Grove High School. In addition, Buena Vista Avenue to the south of 2nd Street includes a reduced school-zone speed limit of 25 miles per hour. Pedestrian and bicycle activity have been captured as part of the existing data collection and are incorporated into the operations analysis.

Public Transit Service

Public transportation services within the City and near the proposed Project are provided by the Riverside Transit Authority (RTA). The City also operates the Corona Red and Blue Cruiser Lines, but there are no routes within the study area. There do not appear to be existing transit routes that could potentially serve the Project. The closest public transit facility stop is 0.25 miles south on 6th Street and Buena Vista Avenue for the Corona Cruiser Red Line. Transit service is reviewed and updated by RTA and the City of Corona periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

The Project is not proposing any improvements that would conflict with the existing public transit service lines in the immediate vicinity or any future transit route in the area. The preceding information demonstrates the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Table 6-A: PROJECT TRIP GENERATION SUMMARY

			AM Peak Hour			PM Peak Hour		
Land Use	Units	Daily	In	Out	Total	In	Out	Total
Trip Rates								
Affordable Housing[1]	DU	4.81	0.15	0.36	0.50	0.27	0.19	0.46
Project Trip Generation								
Second Street Housing	25 DU	120	4	9	13	7	5	12

DU = Dwelling Unit
[1]Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition (2021)* Land Use Code 223: Affordable Housing.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

Less than Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHG emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines that became effective on July 1, 2020, and requires that Vehicle Miles Traveled (VMT) be evaluated for impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for its evaluation.

VMT Screening Thresholds

The City of Corona Vehicle Miles Traveled (VMT) Analysis Guidelines lists screening thresholds to determine if land use projects would require a VMT assessment. The City's Guidelines also provide criteria for projects that could screen out of further analysis and would be considered to have a less-than significant impact on VMT. If a Project meets one of the criteria below, it is considered to have a less than significant impact on VMT and does not require further analysis.

1. The Project serves the local community.

2.The Project is located within a Transit Priority Area (TPA).

3. The Project is located in a low VMT generating TAZ.

The City's VMT Analysis Guidelines were used in the evaluation of the Project VMT analysis. The VMT analysis determined , and the City of Corona's Traffic Engineer confirmed, that the Project would meet Screening Criteria 2 and 3. According to the City's guidelines, projects that are located within a TPA and located within a low VMT generating TAZ would not be required to complete a VMT assessment. Therefore, the Project's VMT impacts would be less than significant and therefore, no mitigation is warranted.

c. Increase the total daily VMT per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction

Less than Significant Impact. As described previously, the City of Corona Vehicle Miles Traveled (VMT) Analysis Guidelines lists screening thresholds to determine if land use projects would require a VMT assessment. The City's Guidelines also provide criteria for projects that could screen out of further analysis and would be considered to have a less-than significant impact on VMT. The VMT analysis determined that the Project is located within a TPA and located within a low VMT generating TAZ, thus the Project does not require further VMT analysis. As such, impacts related to VMT, including total daily VMT per service population would be less than significant.

d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions (General Plan Condition)

Less than Significant Impact. As mentioned previously, the VMT analysis determined that the Project meets Screening Criteria 2 and 3 and therefore does not require further VMT analysis. As such, impacts related to VMT would be less than significant.

e. Change in air traffic patterns

No Impact. The closest airport is Corona Municipal Airport which is approximately 2.5 miles northwest of the Project site. As illustrated in the Riverside County Airport Land Use Compatibility Plan for Corona Municipal Airport, the Project site is not located within any land use compatibility zones. As such, the Project would not obstruct or change air traffic patterns. There would be no impacts, and thus, no mitigation is warranted.

f. Traffic hazards from design features

Less than Significant Impact. The Project would develop and operate a 25-unit permanent supportive housing development on the site. None of the proposed structures would include incompatible uses such as farm equipment. The Project would also not increase any hazards related to a design feature. The onsite drives would be developed in conformance with City design standards. The City's construction permitting process includes review of Project plans to ensure that no potentially hazardous transportation design features would be introduced by the Project. For example, the design of the onsite circulation would be reviewed to ensure fire engine accessibility is provided to the fire code standards. Also, access to the Project site would be provided from a proposed 56-foot-wide full access driveway from 2nd Street, a public road along the northern portion of the Project site. Vehicular access from the site will be limited to right-in and right-out access only. Regional access to the Project site is available from the SR-91 Freeway via Lincoln Avenue. The driveway would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and any maintenance or delivery vehicles. Futhremore, all missing public improvements adjacent to the project site will be constructed per city standards with the development of the Project. As a result, impacts related to geometric design feature would be less than significant.

g. Emergency access

No Impact. The proposed Project would develop and operate a 25-unit permanent supportive housing development that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, 2nd Street would remain open to ensure adequate emergency access to the Project area. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed Project would also not result in inadequate emergency access. Direct access to the Project site would be provided from 2nd Street. The driveway and on-site circulation constructed by the Project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Corona Fire Department (CFD) would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

h. Conflict with alternative transportation policies

No Impact. As described in Section 1, Land Use and Planning, the proposed development would be consistent with the policies and intent of the General Plan and would not conflict with alternative transportation policies. As evaluated in Section 6.a, Transportation/Traffic, the Project will provide connecting sidewalks and would not conflict with public transit or bicycle travel within the City. There would be no impact, and no mitigation is required.

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

d. Interferes with wildlife corridors or migratory species	☐	☒	☐	☐
e. Conflicts with local biological resource policies or ordinances	☐	☐	☒	☐
f. Conflicts with any habitat conservation plan	☐	☒	☐	☐

Discussion:

The following section is based on the Biological Resources Technical Memorandum (BRTM) prepared by Dudek, dated April 25, 2024 (Appendix H) and based on the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis Memorandum prepared by Dudek, dated April 18, 2024 (Appendix I). The Biological Resources Memorandum documents the existing conditions at the project site and immediate vicinity and evaluates the potential for federally protected biological resources to occur on or immediately adjacent to the project site, including any federally listed species, federally protected waters and wetlands, and applicable federal laws and policies (e.g., NEPA, Endangered Species Act, and Migratory Bird Treaty Act) that apply to the proposed project. Additionally, as the project is being considered for federal funds administered by the U.S. Housing and Urban Development (HUD), the project is required to be reviewed for environmental impacts in accordance with the National Environmental Policy Act (NEPA).

The purpose of the MSHCP Consistency Analysis Memorandum is to document the proposed project's consistency with the goals and objectives of the Western Riverside County Multiple Species Conservation Plan (MSHCP). As the project site is located within the MSHCP area, the project must demonstrate consistency with the MSHCP requirements, including Sections 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures), as applicable. It should be noted that the project site is not located within any MSHCP Criteria Cells; therefore, the project is not subject to the Joint Project Review process, nor Reserve Assembly requirements.

a. Endangered or threatened species/habitat

Potentially Significant Unless Mitigation Incorporated. Biological resources on the Project site were evaluated in the Biological Resources Technical Memorandum and Western Riverside County (MSHCP) Consistency Analysis to ensure the proposed Project is consistent with the MSHCP and to analyze potential impacts to candidate, sensitive, and special-status species and associated habitat. Additionally, the BRTM included a field survey conducted on January 18, 2024. The BRTM describes the Project site as consisting of disturbed, vacant land characterized by disturbed/developed areas.

The Project site is located within the boundaries of the Western Riverside County Multiple Species Conservation Plan (MSHCP). Therefore, the Project is required to demonstrate consistency with the MSHCP. The MSHCP consistency analysis identified that the Project site is not located within a MSHCP Criteria Cell or Cell Group. Further, the Project site is not located within plan-defined areas requiring surveys for criteria area species, narrow endemic species, amphibian species, or mammalian species, including burrowing owl.

As part of the survey, the Project site was evaluated for the presence of native habitats that may support populations of sensitive wildlife and plant species. The property was also evaluated for the presence of sensitive habitats including wetlands, vernal pools, riparian habitats, and jurisdictional areas. No special status plant or wildlife species, nor wetlands, vernal pools, riparian habitats or jurisdictional areas were observed during the biological reconnaissance (BRTM, 2024).

The project site is comprised of highly disturbed lands. The site was graded and developed in 1959, when it was turned into a commercial development (i.e., parking lot). In 1980, the site once again underwent development when the parking lot was changed into a residential development. Finally, between 2016 and 2018, the residential development was demolished, and the site was graded and landscaped to its current condition. This series of development activities has resulted in the project site being comprised of highly compacted fill that does not support riparian/riverine resources. (MSHCP Consistency Analysis Memorandum, 2024).

A total of three native wildlife species (all birds) were observed on the study area: house finch, black phoebe (Sayornis nigra), and Say's phoebe (Sayornis saya). Although wildlife species were observed on the Project site, these species are not identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, the biological survey of the site found no drainages, water ponding features, riparian, or vernal pool habitat onsite, however, it is possible nesting birds may utilize the site at various times since ornamental trees and non-native grassland on the study area provide suitable foraging and nesting habitat for a number of resident native and migratory bird species protected under the Migratory Bird Treaty Act (MBTA).

Therefore, to reduce the potential project-related effects to nesting birds, **Mitigation Measure BIO-1** has been included to ensure any impacts to nesting birds are reduced to less than significant levels.

b. Riparian habitat or other sensitive natural community

No Impact. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year."

Riparian/Riverine areas as defined by the MSHCP were not present within the survey area, as identified in the BRTM and the MSHCP Consistency Analysis Memorandum, and therefore no impacts were identified.

c. Adversely affects federally protected wetlands

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. No surface waters, wetlands, or riparian habitats were observed during the biological reconnaissance, and based on a review of the National Wetlands Inventory (NWI), there are no mapped wetlands on the study area (USFWS 2024c).

The Project site and adjacent areas are located within a developed urban area and do not contain natural wetlands as identified in the Biological Resources Technical Memorandum. Therefore, the Project would not result in impacts to wetlands.

d. Interferes with wildlife corridors or migratory species

Potentially Significant Unless Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. As mentioned previously, the Project site is disturbed and is surrounded by developed land uses. Further, no wildlife movement corridors were found to be present on the Project site nor does the Project site support conditions for migratory wildlife corridors or linkages (BRTM, 2024). There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the Project would not result in impacts related to wildlife movement or wildlife corridors.

However, the Project site contains non-native grassland and some ornamental trees that could be used for nesting by common bird species that are protected by the federal MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between January 15 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, **Mitigation Measure BIO-1** has been included to require that if commencement of vegetation clearing occurs between January 15 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to vegetation removal to determine the presence or absence of nesting birds within 500 feet of the project site. With implementation of **Mitigation Measure BIO-1**, potential impacts to nesting birds would be less than significant.

e. Conflict with local biological resource policies or ordinances

Less Than Significant Impact. The proposed Project would not conflict with any City of Corona ordinances or policies protecting biological resources. The Project would be subject to City of Corona Municipal Code Chapter 16.33 (Multiple Species Habitat Conservation Plan Mitigation Fee), which requires a payment of a fee that is used for the acquisition and preservation of vegetation communities and natural areas known to support plant and wildlife species covered by the MSHCP. The Project also would not conflict with Section 12.22.080 (Heritage Trees) of the City's Municipal Code, as none of the existing trees on site comprise of "Heritage" trees. With payment of the MSCHP mitigation fee, impacts would be less than significant, and no further mitigation would be required.

f. Conflict with any habitat conservation plan

Potentially Significant Unless Mitigation Incorporated. The Project site is located within the boundaries of the MSHCP; therefore, it is subject to applicable provisions of the MSHCP as specified in response (a) above. The MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The Project site is not within the MSHCP Criteria Area; therefore, no Cell or Criteria analysis is required. The site is also not located within a MSCHP survey area. No sensitive plant or sensitive/protected animal species were identified on-site during the field survey, and no on-site riparian or riverine areas were detected on the Project site. However, it is possible nesting birds may utilize the site at various times since ornamental trees and non-native grassland on the study area provide suitable foraging and nesting habitat for a number of resident native and migratory bird species protected under the MBTA.

Therefore, to reduce the potential project-related effects to nesting birds, **Mitigation Measures BIO-1** has been included to ensure any impacts to nesting birds are reduced to less than significant levels. In summary, implementation of the proposed Project would not conflict with the MSHCP; as such, impacts would be less than significant.

Mitigation Measures

MM BIO-1: Migratory Bird Treaty Act. In the event that vegetation and tree removal should occur between January 15 and September 15, the Project Applicant shall retain a qualified biologist to conduct a nesting bird survey no more than 3 days prior to commencement of grading activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the Project site or within 500 feet of the Project site during the clearance survey with a brief letter report, submitted to the City of Corona Planning and Development Department prior to the issuance of a grading permit, indicating that no impacts to active bird nests would occur before grading can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 200-foot buffer around the active nest. For listed raptor species, this buffer shall be 500-feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. The buffer will remain in place as long as the nest is considered active, as determined by a qualified on-site biologist. Prior to the commencement of grading activities and the issuance of any grading permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Corona Planning and Development Department.

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

Discussion:

a. Loss of mineral resource or recovery site

No Impact. According to the California Department of Conservation (CDOC), the Project site is in an area generally classified as Sand and Gravel Resource Area and Gravel Resource Areas. Although the region is classified for these resources, the Project site is not currently or planned for mineral extraction. Additionally, according to the City of Corona's General Plan 2020-2040, mineral extraction has been a part of Corona's history since 1888, when the Temescal Rock Quarry was opened to furnish rock for streets in Los Angeles and other nearby towns. Mineral resources found in the City of Corona have included crushed rock, sand, and gravel and small amounts of silver, lead, zinc, coal, and gypsum. The Project site is in an area classified as Mineral Resource Zone 4 (MRZ-4) which includes areas where available information is inadequate for assignment to any other zone. Therefore, minerals may be present, but information is not available to make a determination. However, the Project site is not currently used or planned for mineral extraction. As such, the Project would result in no impact.

9. HAZARDS AND HAZARDOUS MATERIALS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Transport, use or disposal of hazardous materials	☐	☐	☒	☐
b. Risk of accidental release of hazardous materials	☐	☐	☒	☐
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	☐	☐	☒	☐

d.	Located on hazardous materials site	☐	☐	☐	☒
e.	Conflict with Airport land use plan	☐	☐	☐	☒
f.	Impair emergency response plans	☐	☐	☒	☐
g.	Increase risk of wildland fires	☐	☐	☐	☒

Discussion:

The following section is based on the Phase I Environmental Site Assessment (ESA) prepared by TA-Group DD, LLC, dated September 25, 2023, included as Appendix J, and the Soil Sampling Report prepared by TA-Group DD, LLC, dated October 11, 2023, included as Appendix K.

a. Transport, use, or disposal of hazardous materials

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements that are implemented by the City during building permitting for construction activities. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Operation

The Project would involve the operation of a 21,043.5 square foot permanent supportive housing development consisting of 25 new residential units, which would involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

b. Risk of accidental release of hazardous materials

Less than Significant Impact. A Phase I Environmental Site Assessment (ESA), dated September 25, 2023, was conducted for the Project site by TA-Group DD, LLC. While the Phase I ESA did not identify any controlled recognized environmental conditions (RECs), historic RECs or De Minimis Conditions, it did reveal a known or suspected REC in connection with the property. Discussion on this finding is provided below.

The Phase I ESA identified that the Project site was undeveloped until sometime between 1943 and 1948, when a structure (presumed rural residence) was constructed at the south end of the site. By 1954 a shed/garage was added along with a small unorganized orchard. By 1960 a small pole barn or shed was added and by 1966 portions of the property were used for outdoor equipment storage. By 1975 the eastern portion of the site was utilized as part of a trailer park. The mobile home park was removed between 2014-2016 during the construction of E. 2nd Street and the widening of the SR-91 freeway. Since that

time the subject property has been either vacant or used for outdoor equipment storage.

On August 19, 2023, TAGDD personnel conducted a reconnaissance of the subject property to physically observe the property and adjoining properties for conditions indicating a potential environmental concern. No evidence of environmental concerns was noted on the subject property during the site reconnaissance. Additionally, TAGDD performed a Vapor Encroachment Screen (VES) for the subject property. The purpose was to evaluate whether sites (e.g., gas stations, dry cleaners, or other listings of environmental concern) that store or dispose of potential chemicals of concern or have documented releases, may migrate as vapors onto the property, as a result of contaminated soil and/or groundwater which may be present on or near the property. The presence of a pVEC (Vapor Encroachment Condition) was confirmed due to a gasoline release within the AOC (Area of Concern) of 100-feet, at the former Honda dealership site located adjacent to the west end of the subject property at 213 S. Lincoln Avenue. The Phase 1 ESA therefore recommended further investigation consisting of soil gas sampling to document the presence or absence of fuel related Volatile Organic Chemicals (VOC). Based on the soil gas VOC sampling results, no further investigation was warranted in connection with the Project site (see Appendix K).

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

•Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;

•Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;

•Avoiding overtopping construction equipment fuel tanks;

•Properly containing and removing grease and oils during routine maintenance of equipment; and

•Properly disposing of discarded containers of fuels and other chemicals.

Operation

As described previously, operation of the proposed 25-unit permanent supportive housing development includes uses of limited hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. Normal routine use of typical residential products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the Project. As a result, operation of the proposed Project would not create a reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment, and impacts would be less than significant.

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

Less than Significant Impact. The nearest school to the Project site is Orange Grove High School located within 100 feet south of the Project site. However, as described previously, construction and operation of the Project would involve the use, storage and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

d. Located on a hazardous materials site

No Impact. According to the California Department of Toxic Substances Control EnviroStor database, and the Phase I Environmental Site Assessment prepared for the site, the Project site is not located on or nearby any hazardous material sites listed, pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project.

e. Conflict with an airport land use plan

No Impact. The closest airport is the Corona Municipal Airport, which is approximately 1.42 miles northwest of the Project site. The Project site is not located within any land use compatibility zone for the nearest airport, nor is it within an airport safety zone. Therefore, the Project would not result in a safety hazard for people residing or working in the Project areas, and no impacts would occur.

f. Impair emergency response plans

Less than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveway, 2nd Street would remain open to ensure adequate emergency access to the Project area and vicinity. Impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation

Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from 2nd Street, which is classified as a two-lane collector roadway that is adjacent to the Project site. The Project site would be designed to accommodate fire department access in coordination with the Corona Fire Department and would be a minimum of 28 feet wide and accommodate fire department access from 2nd Street via access gates along the fence line on 2nd St. equipped with Knox boxes. Access would allow fire fighters to reach within 150' of all portions of all buildings, from paved access. Design and internal access would provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) included as Chapter 15.12 in the City's Municipal Code. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g. Increase risk of wildland fires

No Impact. According to the California Fire Hazard Severity Zones mapping, the Project site is not within a Very High Fire Hazard Severity Zone. Additionally, the Project site is located within an urbanized area, with development surrounding the project site on all four sides, and development of the site with residential uses would not result in impacts related to the exposure of people or structures to loss, injury, or death involving wildland fires. Therefore, no impacts would occur. Refer to additional wildfire analysis under Section 19, Wildfire.

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

Discussion:

The discussion below is based on the Noise and Vibration Analysis prepared by Urban Crossroads, dated May 21, 2024 (Appendix L). The following noise regulatory setting includes local, state, and federal standards applicable to the Project site.

Existing Ambient Noise Levels

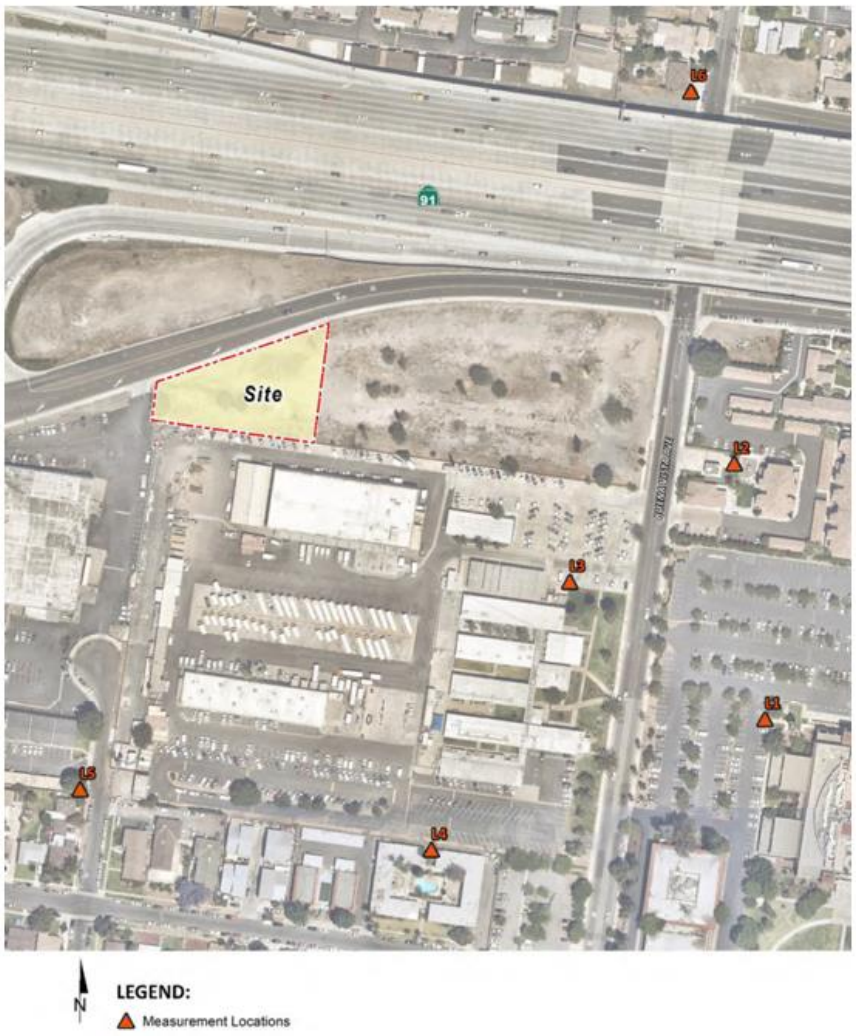
As detailed in the Noise and Vibration Analysis, to identify the existing ambient noise level environment, long term noise level measurements were taken at five locations in the Project study area (see Figure 12, Noise Measurement Locations). The Noise and Vibration Analysis describes that the background ambient noise levels in the Project area are dominated by transportation related noise associated with the SR-91 freeway as well as nearby street surfaces, including 2nd Street and Buena Vista Avenue. The existing noise levels are provided in Table 10-A.

TABLE 10-A: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located southeast of the site near the Corona City Hall	43.3	44.4	50.8
L2	Located east of the site near the Citrus Circle Apartment Homes Complex	63.7	62.2	69.1
L3	Located south of the site near the Corona-Norco Adult Education School	43.6	44.8	51.1
L4	Located south of the site near the Vista Del Sol Apartments at 923 W 5th Street	50.8	50.6	57.3
L5	Located West of the site near the residence at 1001 W 5th Street	50.6	52.9	59.3
L6	Located north of the site near the residence at 104 N Buena Vista Ave	52.6	52.7	52.6

[1] See Exhibit 5-A for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.1.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

FIGURE 12: NOISE MEASUREMENT LOCATIONS



City of Corona General Plan Noise Element

To protect City of Corona residents from excessive noise, the Noise Element contains the following four goals:

> *N-1 Protect residents, visitors, and noise-sensitive land uses from the adverse human health and environmental impacts created by excessive noise levels from transportation sources by requiring proactive mitigation.*
>
> *N-2 Prevent and mitigate the adverse impacts of excessive ambient noise exposure on residents, employees, visitors, and noise-sensitive land uses.*
>
> *N-3 Discourage the spillover or encroachment of unacceptable noise levels from mixed use, commercial, and industrial land uses on to noise sensitive land uses.*
>
> *N-4 Minimize noise impacts created by railroad transit and airport operations and flight patterns on residential areas and other "noise sensitive" land use areas.*

The noise criteria identified in the City of Corona Noise Element (Table 10-B) are guidelines to evaluate the land use compatibility of transportation related noise and provides the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels.

TABLE 10-B: NOISE LEVELS AND LAND USE COMPATIBILITY GUIDELINES

Land Use Categories		Community Noise Equivalent Level (CNEL)						
Categories	**Uses**	**<55**	**60**	**65**	**70**	**75**	**80>**	
Residential	Single Family, Duplex	A	A	B	B	D	D	D
	Multiple Family	A	A	B	B	C	D	D
	Hotel, Motel Lodging	A	A	B	C	C	D	D
Commercial Regional, District	Commercial Retail, Bank, Restaurant, Movie Theatre	A	A	B	B	C	C	D
Commercial Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theatre	A	A	A	A	B	B	C
Commercial Office, Institution	Office Building, R&D, Professional Offices, City Office Building	A	A	A	B	B	C	D
Rec. Institutional Civic Center	Amphitheatre, Concert Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial Recreation	Amusement Park, Miniature Golf, Sports Club, Equestrian Center	A	A	A	B	B	D	D
Commercial, General, Special, Industrial, and Institutional	Auto Service Station, Auto Dealer, Manu-facturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional General	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
Open Space	Local, Community, and Regional Parks	A	A	A	B	C	D	D
Open Space	Golf Course, Cemetery, Nature Centers Wildlife Reserves and Habitat	A	A	A	A	B	C	C

Zone A: Clearly Compatible: Specified land use is satisfactory, based on the assumption that any buildings involved are of conventional construction without any special noise insulation requirements.
Zone B: Normally Compatible: New construction should be undertaken only after detailed analysis of the noise reduction requirements and needed noise insulation features are determined. Conventional construction, with closed windows and fresh air supply or air conditioning, will normally suffice.
Zone C: Normally Incompatible: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
Zone D: Clearly Incompatible: New development should generally not be undertaken.

City of Corona Municipal Code

Noise Standards**.** The City's standards for noise impacts in neighboring residential areas are found in Chapter 17.84.040 of the City's Municipal Code, which sets forth exterior and interior noise limits of 65 dBA CNEL and 45 dBA CNEL, respectively, for transportation noise sources, such as roadway and airport, at residential and other sensitive land uses. Performance standards for stationary noise sources are summarized in Table 10-C.

TABLE 10-C: STATIONARY NOISE STANDARDS

Types of Land Use	Maximum Allowable Noise Levels			
	Exterior Noise Level (L)		Interior Noise Level (L)	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses[1]	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	-	-
Industrial, Manufacturing, Agricultural	75 dBA	70 dBA	-	-

Source: Noise and Vibration Impact Analysis, Appendix 3.1
Sensitive Land Uses. Those specific land uses which have associated human activities that may be subject to stress or significant interference from noise. Sensitive land uses include single family residential, multiple family residential, churches, hospitals and similar health care institutions, convalescent homes, libraries and school classroom areas.

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

Operational Noise Standards.

The City of Corona Municipal Code, Section 17.84.040 *Noise*, provides noise control guidelines for determining and mitigating non-transportation or stationary-source noise impacts from operations at private properties. The City of Corona Municipal Code defines *Stationary Noise Source Standards* in Section 17.84.040(C)(2), Table 1, for different land uses. For noise-sensitive residential properties, the Municipal Code identifies operational noise level limits for the daytime hours (7:00 a.m. to 10:00 p.m.) and for the nighttime hours (10:00 p.m. to 7:00 a.m.). Refer to Table 11.

The noise levels, as shown in Table 10-C, when measured on any adjacent property, shall not exceed:

a. The noise standard for a cumulative period of more than 30 minutes in any hour;
b. The noise standard for plus 5 dB for a cumulative period of more than 15 minutes in any hour;
c. The noise standard for plus 10 dB for a cumulative period of more than 5 minutes in any hour;
d. The noise standard for plus 15 dB for a cumulative period of more than 1 minute in any hour;
e. The noise standard plus 20 dB for any period of time.

Refer to Table 10-C.

TABLE 10-D: OPERATIONAL NOISE STANDARDS

Jurisdiction	Land Use	Time Period	Exterior Noise Level Standards (dBA Leq)[2]				
			L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
City of Corona[1]	Residential	Daytime	55	60	65	70	75
		Nighttime	50	55	60	65	70
	Commercial	Daytime	65	70	75	80	85
		Nighttime	60	65	70	75	80
	Industrial	Daytime	75	80	85	90	95
		Nighttime	70	75	80	85	90

[1] City of Corona Municipal Code, Section 17.84.040 Noise (Appendix 3.1).
[2] The percent noise level is the level exceeded "n" percent of the time during the measurement period. L50 is the noise level exceeded 50% of the time.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Federal Transit Administration

While the City establishes limits to the hours during which construction activity may take place, neither the City's General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts, as discussed below. According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use.

Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq and a nighttime exterior construction noise level of 70 dBA Leq as a reasonable threshold for noise sensitive residential land use.

Construction Vibration Standards

To analyze the vibration impacts originating from the construction of the Project, vibration from construction activities is typically evaluated against standards established under a City's Municipal Code. The City of Corona Municipal Code, Section 17.84.050, identifies a vibration velocity standard of 0.05 in/sec root-mean-square (RMS) for sensitive land uses which is used in this analysis as the basis for determining the relative significance of potential Project related vibration impacts. Typically, the human response at the perception threshold for vibration includes annoyance in residential areas as previously shown on

Exhibit 2-B, when vibration levels expressed in vibration decibels (VdB) approach 75 VdB. The City of Corona, however, identifies a vibration perception threshold of 0.05 in/sec at any point on the affected property. For vibration levels expressed in velocity, the human body responds to the average vibration amplitude often described as the root-mean-square (RMS). Therefore, the City of Corona vibration standard of 0.05 in/sec in RMS velocity levels is used in this analysis to assess the human perception of vibration levels due to Project-related construction activities.

a. Exceed noise level standards

Potentially Significant Unless Mitigation Incorporated. As described above, City of Corona Municipal Code Section 17.84.040 prohibits construction noise between the hours of 8:00 p.m. and 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and City observed federal holidays. The Project would comply with the City's construction hours regulations, as required by standard City Conditions of Approval. Construction activities are anticipated to last approximately 18 months.

Construction

Construction activities that would create noise include site preparation, grading, building construction, paving, and architectural coating. Noise levels associated with the construction will vary with the different types of construction equipment, the duration of the activity, and distance from the source. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing levels within the Project vicinity. Figure 13 shows the construction noise source locations in relation to the nearest sensitive receiver locations. To prevent high levels of construction noise from impacting noise-sensitive land uses, the City of Corona Municipal Code, Section 17.84.040[D][2], states that construction noise is prohibited between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays.

FIGURE 13: TYPICAL CONSTRUCTION NOISE SOURCE AND RECEIVER LOCATIONS

Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 80 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

Per Figure 12, the nearest sensitive receptors would include residential uses to the east, approximately 748 feet east from the eastern edge of the site and greater than 800 feet from the proposed construction activities within the Project site; and school use to the south, approximately 502 feet from the center of proposed construction activities within the Project site.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds was utilized, which states that a significant construction noise impact would occur if

construction noise exceeds 80 dBA during the daytime at any of the nearby homes. Table 10-E lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. As shown, noise levels generated by heavy construction equipment can range from approximately 62.3 dBA to 75.3 dBA when measured at 50 feet.

TABLE 10-E: TYPICAL CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})	Highest Reference Noise Level (dBA L_{eq})
Demolition	Demolition Activity	67.9	71.9
	Backhoe	64.2	
	Water Truck Pass-By & Backup Alarm	71.9	
Site Preparation	Scraper, Water Truck, & Dozer Activity	75.3	75.3
	Backhoe	64.2	
	Water Truck Pass-By & Backup Alarm	71.9	
Grading	Rough Grading Activities	73.5	73.5
	Water Truck Pass-By & Backup Alarm	71.9	
	Construction Vehicle Maintenance Activities	67.5	
Building Construction	Foundation Trenching	68.2	71.6
	Framing	62.3	
	Concrete Mixer Backup Alarms & Air Brakes	71.6	
Paving	Concrete Mixer Truck Movements	71.2	71.2
	Concrete Paver Activities	65.6	
	Concrete Mixer Pour & Paving Activities	65.9	
Architectural Coating	Air Compressors	65.2	65.2
	Generator	64.9	
	Crane	62.3	

[1] Reference construction noise level measurements taken by Urban Crossroads, Inc.

Table 10-E shows the Project construction noise level impacts with multiple pieces of equipment operating simultaneously at the nearest sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As discussed above, the City's Municipal Code recognizes construction noise as common within an urban environment. Because such noise is part of the urban environment, the Municipal Code specifies that construction activities may only occur during specified hours. As shown on Table 10-F, the construction noise levels are expected to range from 43.2 to 57.8 dBA Leq, and the highest construction levels are expected to range from 53.3 to 57.8 dBA Leq at the nearest receiver locations.

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest noise sensitive receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the daytime 80 dBA Leq significance threshold during Project construction activities as shown on Table 10-G. Therefore, the noise impacts due to Project construction noise is considered less than significant at all receiver locations.

TABLE 10-F: TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	51.8	55.2	53.4	51.5	51.1	45.1	55.2
R2	49.9	53.3	51.5	49.6	49.2	43.2	53.3
R3	54.4	57.8	56.0	54.1	53.7	47.7	57.8
R4	51.6	55.0	53.2	51.3	50.9	44.9	55.0
R5	52.8	56.2	54.4	52.5	52.1	46.1	56.2
R6	51.8	55.2	53.4	51.5	51.1	45.1	55.2

[1] Typical construction noise source and receiver locations are shown on Exhibit 11-A.
[2] Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 11.1.

TABLE 10-G: TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	55.2	80	No
R2	53.3	80	No
R3	57.8	80	No
R4	55.0	80	No
R5	56.2	80	No
R6	55.2	80	No

[1] Typical construction noise source and receiver locations are shown on Exhibit 11-A.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 11-2.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment noise level threshold as shown on Table 4-1.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

Operation

The Project proposes the construction of a 25-unit permanent supportive housing development consisting of a 3-story, 21,043.5 square foot building. The project includes associated parking, laundry facility, community building, and open space areas with picnic sitting and bar-b-que facilities. Noise generated by the Project would primarily occur from air conditioning units, parking lot activity, outdoor activities, and trash enclosure activity are typically associated with this type of Project.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels were evaluated against exterior noise level thresholds based on the City of Corona exterior noise level standards at the nearest noise-sensitive receiver locations. Table 10-H

shows the operational noise levels associated with Second Street Family Project will satisfy the City of Corona 55 dBA Leq daytime and 50 dBA Leq nighttime exterior noise level standards at all the nearest receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations.

TABLE 10-H: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	36.6	24.7	55	50	No	No
R2	34.9	22.7	55	50	No	No
R3	39.2	27.2	55	50	No	No
R4	37.1	24.2	55	50	No	No
R5	39.0	25.5	55	50	No	No
R6	36.5	24.9	55	50	No	No

[1] See Exhibit 9-A for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 10-3 and 10-4.
[3] Exterior noise level standards for source (commercial) land use, as shown on Table 4-1.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

Off-site Traffic Noise. In order to assess the potential traffic impacts related to the proposed Project, anticipated traffic that would result from Project operation was used to determine future noise levels on surrounding land uses as a result of the Project. Based on the Trip Generation Assessment prepared for the Project by Urban Crossroads, the Project is anticipated to generate approximately 120 average daily trips (ADT), resulting in a small increase in regional and local traffic volumes. Therefore, the Project is not expected to generate perceptible noise level increase at nearby sensitive land uses adjacent to the study area roadways. Due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered less than significant.

On-site Traffic Noise. The Noise and Vibration Analysis reviewed on-site exterior noise impacts to determine the noise exposure levels and land use compatibility that would result from adjacent transportation noise sources in the Project study area. The primary source of transportation noise affecting the Project site is anticipated to be from SR-91 and Second Street and Buena Vista Avenue. However, the Project will benefit from the existing topography and barriers separating the noise sensitive land use from traffic noise on SR-91. The existing barrier along SR-91 and distances separating SR-91 from the Project's land use will provide substantial exterior noise mitigation.

Additionally, on-site transportation noise level impacts indicate that the unmitigated exterior noise levels will average approximately 57.5 dBA CNEL, below the maximum 65dBA CNEL depicted in the City's Noise Element, and therefore satisfies the city's exterior noise standards for normally compatible land uses.

Interior Noise Abatement

The units facing 2nd Street will experience future unmitigated noise levels ranging up to 76.3 dBA CNEL at the building façade. The interior noise level analysis shows that the City of Corona 45 dBA CNEL with windows closed interior noise standards can be satisfied at all floors using standard construction and using upgraded windows with a minimum STC rating of 36 for all units facing 2nd Street. For units facing the interior, typical building construction will suffice since it will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." (2) (3)

Therefore, to meet the City of Corona 45 dBA CNEL interior noise standards for residential land use, **Mitigation Measure NOI-1** is recommended. With implementation of **Mitigation Measure NOI-1** and regulatory compliance, the Project will comply with applicable noise standards and have less than significant impacts related to interior noise abatement.

Mitigation Measures

NOI-1 Interior Noise Reduction Plan. Prior to issuance of a building permit, the following or equivalent noise abatement measures shall be clearly shown on the building plans:

- Windows & Glass Doors: First story facades facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 34.

- Doors (Non-Glass): All exterior doors shall be well weather-stripped. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.

- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receives circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

b. Exposure to excessive noise levels/vibrations

Less than Significant Impact.

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground vibration levels associated with various types of construction equipment are summarized on Table 10-I. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation: PPVequip = PPVref x (25/D)1.5.

TABLE 10-I: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

Table 10-J presents the expected typical construction equipment vibration levels at the nearest receiver locations. At distances ranging from 502 feet to 936 feet from typical Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from less than 0.001 to 0.001 in/sec RMS at the nearest receiver locations. The Project construction is not expected to generate vibration levels exceeding the City of Corona maximum acceptable vibration standard of 0.05 in/sec (RMS). Further, impacts at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating proximate to the Project site perimeter.

Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impact during the sensitive nighttime hours. On this basis the potential for the Project to result in exposure of persons to, or generation of, excessive ground-borne vibration is determined to be less than significant.

TABLE 10-J: TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver Location[1]	Land Use	Distance to Property Line (In Feet)	Receiver PPV Levels (in/sec)[2]					RMS Velocity Levels[3] (in/sec)	Potential Significant Impact?[4]
			Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	Residential	748'	0.000	0.000	0.000	0.001	0.001	0.000	No
R2	Residential	936'	0.000	0.000	0.000	0.000	0.000	0.000	No
R3	Residential	502'	0.000	0.000	0.001	0.001	0.001	0.001	No
R4	Residential	767'	0.000	0.000	0.000	0.001	0.001	0.000	No
R5	Residential	664'	0.000	0.000	0.001	0.001	0.001	0.000	No
R6	Residential	689'	0.000	0.000	0.001	0.001	0.001	0.000	No

[1] Typical construction noise source and receiver locations are shown on Exhibit 11-A.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 11-4.
[3] Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2020.
[4] Does the Peak Vibration exceed the City of Corona maximum acceptable vibration standard of 0.05 in/sec?

c. Permanent increase in ambient noise levels

Less than Significant Impact. Please refer to the analysis in Section 10.a. As previously shown in Table 10-H, long-term operation of the proposed Project would result in the generation of noise levels that are below the City's significance criteria at the nearest sensitive receptors. Accordingly, Project impacts due to a permanent increase in ambient noise levels would be less than significant.

d. Temporary increase in ambient noise levels

Less than Significant Impact. Please refer to the analysis in Section 10.a. As previously shown in Tables 10-F and 10-G, short-term construction activities would result in the generation of noise levels that are below the City's significance criteria at the nearest sensitive receptors. Accordingly, Project impacts due to a temporary increase in ambient noise levels would be less than significant.

e. Would the Project conflict with airport land use plan noise contours?

No Impact. The closest airport is the Corona Municipal Airport, which is approximately 1.42 miles northwest of the Project site. The Project site is not located within any land use compatibility zone for the nearest airport, nor is it within an airport s afety zone or noise contours. Therefore, the Project would not result in excessive noise levels conflicting with airport land use plan contours and no impact would occur.

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

Discussion:

a. Fire Protection

Less than Significant Impact. Fire prevention services are provided by the Corona Fire Department (CFD). The closest fire station to the Project area is CFD Fire Station No. 3, located at 790 S. Smith Avenue or approximately 1.4 roadway miles southwest of the Project area (Google Earth, 2024). The Project proposes a 25-unit permanent supporting housing development on a 0.72-acre site. Development of the Project would impact fire protection services by placing an additional demand on existing Corona Fire Department resources if its resources are not augmented. Implementation of the Project would be required to adhere to the California Fire Code, as included in the City's Municipal Code Section 15.12.020, as part of the permitting process the Project plans would be reviewed by the Corona Fire Department to ensure that the Project plans meet the fire protection requirements.

As mentioned previously, the California Department of Finance (DOF) data details that the City of Corona had a residential population of 157,005 and 50,604 housing units as of January 2023. In addition, it is estimated that the City has an average of 3.19 persons per household. Therefore, the proposed 25 units of the Project would generate approximately 80 new residents. However, considering the former mobile home park land use on the site, the project is anticipated to generate only half of the previous 50 units which represents a decrease in population of approximately 80 residents from SCAG's anticipated growth. This decrease in population compared to the existing City population would not result in additional demand for fire services from the Corona Fire Department.

Furthermore, the Project Applicant would be required to contribute Development Impact Fees (DIF) pursuant to Chapter 16.23 of the City's Municipal Code. The amount of the required fee will be based on the proposed increase in building area as compared to the existing buildings on site. Payment of the DIF fee would assist the CFD in providing fire protection services within the City and would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction. Accordingly, Project-related impacts to fire protection services are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

b. Police Protection

Less than Significant Impact. The City of Corona Police Department (CPD) is located at 730 Public Safety Way, which is approximately one mile from the Project site. The Police Department staff consists of 250 sworn officers and support personnel. Based on the January 2023 California DOF population data for the City of 157,005 persons, the City has approximately 1.59 officers per 1,000 residents.

Development of the proposed 25 additional residential units would result in a reduction in demand for law enforcement services compared with the previous 50 mobile home park units. As described previously, the residential population of the Project site at full occupancy would be 80 new residents from the previous 159 mobile home park residents and based on the Police Department's staffing of 1.59 officers per thousand population, the proposed Project would not require an increase in additional police personnel.

Since the need by the Project would not require the addition of a full-time officer, the Project would not require the construction or expansion of the City's existing policing facilities. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur. As such, impacts related to police services would be less than significant.

c. Schools

Less than Significant Impact. Corona is served by the Corona-Norco Unified School District (CNUSD). The nearest schools to the Project site are Orange Grove High School, which is located adjacent to the south side of the project site, and Jefferson Elementary School, which is located approximately 0.6 miles southeast of the project site. The CNUSD is authorized by State law (Government Code § 65995-6) to levy a new per unit construction fee for new residential development for the purpose of funding the reconstruction or construction of new school facilities. Pursuant to §65995(3) (h) of the California Government Code, the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning use, or development of real property, or any change in governmental organization or reorganization as defined in §56021 or §56073, on the provision of adequate school facilities." Therefore, the payment of school impact fees for the proposed residential development would offset the potential impacts of increased student enrollment related to the implementation of the Project. Impacts will be less than significant.

d. Parks and Recreation Facilities

Less than Significant Impact. The nearest public park to the Project site is Sheridan Park, which is located approximately 0.5 miles to the east of the Project site. The proposed Project would add 25 new units and approximately 80 new residents. However, since the Project site previously contained a mobile home park with residential units, the Project is actually reducing the number of residential units by residents by 25 and reducing the residents by 46. Pursuant to the Corona Municipal Code (CMC), Section 17.24.220, Outdoor Living Space, each lot shall contain a minimum of 200 square feet of outdoor living space per dwelling unit. The Project would consist of approximately 7,779.6 square feet of common recreational space, resulting in

an average of 311.2 square feet per unit. Recreational amenities proposed include a community room, bbq and picnic areas, game tables, shade structure and open space landscaping.

Notwithstanding, as required Municipal Code §16.35.030, payment of impact fees or park dedication required, as a condition of approval for a residential subdivision, the subdivider shall be required to dedicate park land or pay an in lieu fee, or both, at the sole and exclusive option of the city, unless the subdivider is exempted from this requirement by the express provisions of the Code. The Project does not propose a park. As such, payment of the in-lieu fee would represent the Project's fair share contribution towards adequate park land to offset the increased use of parks.

As such, the Project would result in a less than significant impact on acceptable ratios of park space and would provide adequate common open space per the proposed development standards included in the CMC. Therefore, the Project would result in a less than significant impact on parks and recreational facilities.

e. Other Public Facilities and Services

Less than Significant Impact.

The proposed Project would add 25 new units and approximately 80 new residents. However, since the Project site previously contained a mobile home park with residential units, the Project is actually reducing the number of residential units by residents by 25 and reducing the number of residents by 80. The project would therefore not result in an increase in the need for additional services, such as public libraries and post offices and would not require new or physically alter existing facilities to provide other services, the construction of which could cause significant environmental impacts. As such, impacts would be less than significant.

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

Discussion:

a. Exceed wastewater treatment requirements

Less than Significant Impact. Around the project site, there is an existing 12-inch public sewer line along West 2nd street that flows easterly. Additionally, there is an existing 12-inch and 15-inch public sewer line along Buena Vista Avenue that flow northerly. The Project area drains northerly within Sewershed 16 towards the existing wastewater treatment plan (WTTP No.1)

located at 2205 Railroad Street and has a capacity to treat 11.5 mgd (million gallons per day) of sewer.

The Project would connect to the 12-inch sewer line in West 2nd Street. 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. Section 12.e below provides a detailed analysis about the wastewater generated by the Project compared to the treatment capacity of the wastewater treatment plant serving the Project area. Impacts would be less than significant.

b. Involve construction/expansion of water or wastewater treatment facilities

The proposed Project is within an urbanized, developed area of Corona. The Project will connect to the existing 12-inch water line in West 2nd Street. Water services would be provided by the City's Utilities Department. The new on-site water system would convey water supplies to the proposed units and landscaping through plumbing/landscaping fixtures that are compliant with the CALGreen Plumbing Code and the City's Municipal Code §17.70.070, Landscaping, and Chapter 13.14, Water and Sewer Regulations and would be reviewed for compliance by the City during Project plan check. If, during plan check, it is determined that the project may require upsizing of either water or sewer lines, the Project will be required to perform such upgrades prior to the issuance of any building permit. This requirement is ensured by the Conditions of Approval for PP2023-0011. Therefore, impacts would be less than significant.

The construction activities related to the on-site water infrastructure that would be needed to serve the proposed units are included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions for excavation and installation of the water infrastructure are included in Section 5, Air Quality and Section 16, Greenhouse Gas, and noise volumes from these activities are evaluated in Section 10, Noise. In addition, Project implementation would not require off-site improvements. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

c. Involve construction/expansion of storm drains

Less than Significant Impact. A Preliminary Drainage Analysis was prepared by Fuscoe Engineering in April 2024 (Appendix C) to analyze the project's drainage patterns. The proposed development will maintain the historic discharge point. Generally, onsite stormwater runoff will be captured by localized catch basins and drain inlets, and flows will be diverted into high and low flows. The low flows will be routed first to treatment points with a Modular Wetlands System (MWS) to treat the proposed runoff, while 10-Yr (high) flows will be directed to the site's drainage outfall. Once the runoff is treated by the MWS, it will discharge into 2nd Street through a proposed curb outlet, then discharge to the existing 54" storm drain along Buena Vista. The site will be graded as such to have overland runoff for severe storms and the finish floor is set at least a foot over the 100 year-storm.

With implementation of NPDES requirements and the WQMP, pursuant to the City Municipal Code, which would be verified during the plan check and permitting process for the proposed Project, the proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

As discussed previously, the Project would increase runoff volumes above existing conditions. However, the stormwater capture and biofiltration features to be installed as part of the Project are sized to handle the increased on-site volumes to ensure no increase in runoff beyond the site. The construction activities related to installation of the onsite storm water infrastructure that would serve the proposed Project, is included as part of the proposed Project, and would not result in any physical environmental effects beyond those identified throughout this MND. As the proposed Project includes facilities to serve the proposed development, it would not result in the need for construction of other new stormwater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

d. Sufficient water supplies/compliance with Urban Water Management Plan

Less than Significant Impact. The City provides water services to the Project site. The City has adopted an Urban Water Management Plan (UWMP) that assesses water supply reliability and demonstrates that the City would have sufficient water supplies during normal years, single dry years, and five consecutive dry years projected through 2045 (Corona, 2021, p. ES-2). The UWMP bases its growth projections in part on the City's General Plan land use plan, and projects that are consistent with the City's General Plan land use plan are inherently consistent with the growth assumptions of the UWMP. The proposed Project is fully consistent with the site's adopted High Density Residential (HDR) land use designation.

The Project would also limit water use by inclusion of low-flow plumbing and irrigation fixtures, pursuant to the California Title 24 requirements and would comply with City permits and fees as necessary. Therefore, the proposed Project would have sufficient water supplies available to serve the Project, and reasonably foreseeable future development during normal, dry, and

multiple dry years, and impacts would be less than significant.

e. Adequate wastewater treatment capacity

Less than Significant Impact. See discussion in Section 12.a.

f. Adequate landfill capacity

Less than Significant Impact. The City of Corona contracts with Waste Management Inc. (WMI) for trash and recycling services. Solid waste generated by the Project would be disposed of at the El Sobrante Landfill in the City of Corona, located approximately 12.7 roadway miles from the site. El Sobrante Landfill has a current remaining capacity of 143,977,170 tons. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through January 2051. In December 2022, the average tonnage received was 9,291.25 tons per day (Calrecycle 2023).

Construction

The proposed Project does not involve demolition of existing structures; however, Project construction would generate solid waste for landfill disposal from construction packaging and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA 1998), construction of the Project would generate approximately 40.9 tons of waste during construction from packaging and discarded materials. However, Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, construction activities, which would generate the most solid waste would generate approximately 14.3 tons of solid waste. As described in the Air Quality Analysis, included in Appendix C to this IS/MND, construction is expected to take 333 working days. As such this would equate to approximately 0.04 tons of solid waste per day, and impacts would be less than significant.

As described above, El Sobrante Landfill has additional capacity of approximately 6,762.75 tons per day. Therefore, the facility would be able to accommodate the addition of 0.04 tons of waste per day during construction of the proposed Project. Therefore, the El Sobrante Landfill would be able to accommodate solid waste from construction of the proposed Project.

Operation

The CalEEMod solid waste generation rate for multiple family housing is 0.707 tons per unit per year. The Project proposes construction of one building consisting of 115 residential units. Thus, operation of the Project would generate approximately 81.3 tons of solid waste per year; or 11.61 tons per week. However, at least 50 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 5.80 tons per week or 11,610 pounds per week. As the El Sobrante Landfill has additional capacity of approximately 6,762.75 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

The CalEEMod solid waste generation rate for multiple family housing is 0.707 tons per unit per year. The Project proposes construction of one building consisting of 25 residential units. Thus, operation of the Project would generate approximately 17.6 tons of solid waste per year; or 0.33 tons per week. However, at least 50 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 0.17 tons per week or 340 pounds per week. As the El Sobrante Landfill has additional capacity of approximately 6,762.75 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Therefore, the project's operational impacts to landfill capacity would be less than significant.

g. Comply with solid waste regulations

Less Than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

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

Discussion:

a. Scenic vista or highway

Less than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view of visual setting.

According to the City's General Plan, Figure CD-1, the SR-91 freeway is a state eligible scenic corridor because it runs through the Santa Ana Canyon, and its viewshed near the western portion of the City of Corona is bounded by the Chino Hills on the foothills of the Santa Ana Mountains to the south. 2nd Street is not identified as an eligible scenic corridor nor is it identified as a city-designated scenic corridor. The Project would be developed with a 3-story, 21,043.5 SF multiple family residential project consisting of 25 permanent supportive housing units, with a maximum building height of approximately 34'-6". The Project site is within a developed area with commercial structures located to the west, Orange Grove High School to the south, multiple family residential to the east and vacant land to the north with the SR-91 freeway beyond. The Project would be slightly higher in height than the existing commercial structures located to the west of the site, however mountain views from the public right of way are distant and the SR-91 freeway and sound wall located across 2nd Street to the north currently block mountain views from the residential neighborhood to the north of the SR-91 freeway. Therefore, the Project would not encroach into views along the roadway corridor any more than existing structures, SR-91 freeway and freeway walls adjacent and near to the site currently do. Thus, development of the Project site would not obstruct, interrupt, or diminish a scenic vista and impacts would be less than significant.

b. Degrade visual character of site and surroundings

Less than Significant Impact. The Project site is located within an urbanized area of the City along 2nd Street with commercial development to the west, a public high school to the south, multiple family residential developments to the east, Corona City Hall to the southeast, and vacant land and the SR-91 freeway to the north.

The General Plan land use designation is High Density Residential (HDR), which would provide for multiple family residential developments. As such the Project is consistent with the existing surrounding developments and would be developed per the Corona Municipal Code's development standards for the R-3 zone and the City's Residential Design Guidelines. Therefore, development of the proposed Project would not degrade the visual character of the site or surroundings and impacts would be less than significant.

c. Light or glare

Less than Significant Impact. The Project site is located within an urbanized area with ambient lighting from existing lighting sources, including street lighting from the surrounding streets, security and parking lot lighting from the surrounding commercial and residential developments, and vehicular lighting from the surrounding roadways.

Construction

Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours. However, construction lighting would be temporary and would only occur during the allowed hours of 7:00 a.m. and 8:00 p.m. on weekdays (Monday through Saturday) and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and federal holidays per Section 17.84.040 of the City's Municipal Code. Therefore, construction of the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation

The Project would implement new permanent lighting fixtures on the site. Proposed fixtures include streetlights, building entry light fixtures, and light posts in common areas. The Project would include nighttime ambient lighting for security purposes around the residential buildings, onsite drives, and in the open space/recreation/amenity areas. Thus, the Project would contribute additional sources to the overall ambient nighttime lighting conditions. However, the site is located within a developed area that includes various sources of nighttime lighting, including street lighting along 2nd Street and nearby Buena Vista Avenue. All outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with Municipal Code Section 17.84.070 which requires that all exterior lighting be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses and open space. Because the Project area is within an already developed area with various sources of existing nighttime lighting, and because the Project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that would be generated by the Project would not adversely affect day or nighttime views in the area. Overall, lighting impacts associated with the operation of the Project would be less than significant.

d. Scenic resources (forest land, historic buildings within state scenic highway)

No Impact. The Project site is vacant with no buildings on-site. The site is not near scenic resources such as forest land, nor is it visible from or located on any state scenic highways. While the project is located to the south of the SR-91 freeway, at a distance greater than 100 feet between Lincoln Avenue and Main Street, it is not located near the I-15/SR-91 freeway interchange which is considered by the City's General Plan as an Officially Designated State Scenic Highway. As such, implementation of the Project would not impact scenic resources within a state scenic highway such as forest land and historic buildings.

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

Discussion:

The following section is based on the Cultural Resources Inventory completed by Dudek, dated April 2024 (Appendix M) and the Paleontological Resources Inventory completed by Dudek, dated April 2024 (Appendix N).

a. Historical resource

Potentially Significant Unless Mitigation Incorporated. The California Register of Historical Resources defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area,

California, or the nation.

A Cultural Resources Inventory was conducted by Dudek for the proposed Project and is included as Appendix M. As part of the Cultural Resources Inventory, a records search for the Project site and surrounding area was conducted through the Eastern Information Center (EIC) at the University of California Riverside. The records search indicated that 40 previous studies have been conducted within a 1-mile of the Project site. Of the 40 previous studies, three studies intersect the Project site, of which none of the three identified cultural resources within the Project site. While EIC records search did identify 284 cultural resources within 1-mile of the Project site, none of these cultural resources intersected the Project site.

The records research also included a response from the Native American Heritage Commission on January 19, 2024, stating that results were negative for Native American resources on the subject Project site.

In addition to the record search, the Cultural Resources Assessment also included a field survey which was conducted on January 8, 2024. The field survey noted the Project site had remnants of an asphalt surface, likely from the previous mobile home park, grass, gravels and a few trees present with some scattered debris. The field survey also did not identify any cultural resources.

Although no known significant cultural resources could be impacted by the Project, the current status of the property may have affected the potential to discover any surface artifacts. Given that the previous development within the Project site might have masked archaeological deposits, there is a potential that buried historical resource deposits may be present within the Project boundaries. Therefore, it is recommended that the Project be allowed to proceed with the implementation of a cultural resources monitoring program conducted by an archaeologist and Native American representative(s) during grading of the property (Dudek 2024). With implementation of **Mitigation Measures MM CUL-1 and MM-CUL 2**, generally requiring a cultural resource monitoring program during grading activities, impacts to historical resources would be reduced to less-than-significant levels.

b. Archaeological resource

Potentially Significant Unless Mitigation Incorporated. The Project site is vacant, containing vegetation primarily comprised of weeds and a few trees. Further, the Project area has been disturbed by previous grading associated with the development of a mobile home park (Dudek 2024). According to the record search completed for the Project, results indicated there is no presence of archaeological resources within the Project site. Historic aerial photographs of the project site and surrounding areas were available from 1948 to 2020. The historical aerials from 1948 show that a structure was located within the project site which was surrounded by agricultural fields. It is unclear whether this structure was a house or an agricultural structure such as a barn. From 1959 to 1967, the structure remains but the area immediately surrounding the structure appears to be covered in rock or rubble. The agricultural field east of the structure was leveled and used for car storage. The 1980 aerial photograph shows that the structure was removed, and the project site and western agricultural field was developed into a mobile home park. The mobile home park remained until 2014, when the park was cleared leaving the empty lot that remains today. The review of historic aerials shows a history of repeated ground disturbance throughout the project site. The entire project site was graded for the development of the mobile home park. Due to this extensive ground disturbance, the Cultural Resources Inventory indicates that it is unlikely that any intact archaeological deposits may remain with the project site.

As such, the potential to encounter archaeological resources was determined to be low. However, after receiving a comment letter from the Rincon Band of Luiseño Indians and consulting with the Soboba Band of Luiseño Indians, during the AB 52 Tribal Consultation period, **Mitigation Measures CUL-1 and CUL-2** have been incorporated into this MND which require initial ground-disturbing archaeological monitoring, and cultural sensitivity training for construction personnel in the case that inadvertent discoveries of cultural resources be unearthed during project construction. **Mitigation Measures CUL-1 and CUL-2** would thus reduce potential impacts to undiscovered archaeological resources to a less than significant level.

c. Paleontological resource or unique geologic feature

Potentially Significant Unless Mitigation Incorporated. Based on the results of the Project's Paleontological Resources Inventory (PRI), the Project site contains young alluvial fan deposits, which are assigned an age of Holocene and late Pleistocene. These deposits are characterized by grayish-colored, sands, gravels, and cobbles. Older, late to middle Pleistocene (approximately 11,700 – 774,000 years ago), gravelly alluvial fan deposits are situated just to the south, and gravelly, middle Pleistocene (approximately 129,000 – 774,000 years ago) alluvial fan deposits are mapped just to the west of the project site (PRI, Dudek 2024). Given the close proximity of these Pleistocene deposits, they likely underlie the project site at depth. However, the depth of the age transition from Holocene to late Pleistocene within these deposits is unknown. City of Corona guidelines assign a "low-to-high" paleontological sensitivity to these deposits, reflecting their variation in geologic age, with the upper, Holocene portion having a low sensitivity, and the deeper, Pleistocene portion of the formation having a high sensitivity. Projects impacting formations with a high sensitivity, or "low-to-high" sensitivity are subject to mitigation monitoring requirements by the City of Corona. However, City of Corona guidelines do not provide information regarding depth(s) differentiating the ages within geologic formations assigned to the "low-to-high" sensitivity rating.

As the Project site is underlain by two to five feet of artificial fill and planned excavations for the project are anticipated to extend approximately five feet below the ground surface (bgs) (PRI, Dudek 2024), with 700 cubic yards of cut, there is a low potential to encounter intact subsurface paleontological resources during ground disturbing activities. Nevertheless, mitigation is recommended to prevent potential damage to paleontological resources during construction. Implementation of **Mitigation Measure MM CUL-3**, which requires implementation of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP), would ensure that site grading activities are monitored, and that any paleontological resources that are uncovered during site grading operations would be appropriately treated. Implementation of the PRMMP, as required by **Mitigation Measure MM CUL-3**, would reduce Project impacts to paleontological resources to less-than-significant levels.

d. Disturb human remains

Potentially Significant Unless Mitigation Incorporated. The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity, and no human remains are known to exist beneath the surface of the site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. Thus, **Mitigation Measure CUL-4 (MM CUL-4)** has been included which states that if human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. It should be noted that **Mitigation Measures CUL-1 and CUL 2** recommended in Sections 14a and 14.b above also address potential impacts relative to disturbing human remains during Project grading.

Additionally, pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

Therefore, **MM CUL-4**, requiring compliance with California Health and Safety Code § 7050.5 and California Public Resources Code § 5097.98, has been included to reduce the Project's potential impacts to disturbance of human remains to a less than significant level.

Mitigation Measures

MM CUL-1 Archaeological Monitoring. Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified Archaeologist ("Archaeological Monitor") for mitigation monitoring services and implement a Cultural Resource Monitoring Program (CRMP). At least 30 days prior to issuance of grading permits, a copy of the executed agreement between the Project Applicant and Archaeologist shall be submitted to the Planning and Development Department:

- A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon and Soboba Band of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any.

- The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions.

- Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring

program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

MM CUL-2 Inadvertent Discovery and Native American Notification. In the event that a significant cultural resource is discovered during ground disturbance activities, the project archaeologist shall notify the City and the Rincon and/or Soboba Band of Luiseño Indians for purposes of inviting the Tribes to participate in the CRMP implementation and to observe any continuing ground-disturbing construction activities. Further, all ground disturbance activities within 50 feet of the discovered cultural resource shall be halted and the applicant and a meeting shall be convened between the developer, the consulting archaeologist, the lead agency and a Rincon tribal representative to discuss the significance of the find. Further ground disturbance shall not resume in the area of the discovery until the appropriate treatment has been accomplished.

MM CUL-3 Paleontological Monitor. Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). The PRMMP shall include the provision of a trained paleontological monitor during onsite soil disturbance activities. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough grading phases of the Project site within native soils that have the potential to harbor paleontological resources. The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. If paleontological resources are unearthed or discovered during grading activities, the following recovery processes shall apply:

- Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.
- All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.
- A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.
- All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

MM CUL-4 Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department, Planning Division, immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the Native American Heritage Commission (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	☐	☐	☐	☒
b. Conversion of farmland to nonagricultural use	☐	☐	☐	☒

Discussion:

a. Williamson Act contract

No Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments.

According to the General Plan EIR, Corona does not include any land that is currently under an active Williamson Act contract. Therefore, development of the Project would not result in impacts related to a Williamson Act contract would not occur. Therefore, the Project would result in no impact.

b. Conversion of farmland to non-agricultural use

No Impact. The California Department of Conservation Important Farmland mapping identifies the Project site and surrounding areas as Urban and Built-Up land (CDC 2023). No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is located on or adjacent to the Project site. Therefore, impacts related to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would not occur.

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

Discussion:

The following section is based on the Air Quality, Greenhouse Gas and Energy Assessment prepared by Urban Crossroads, dated September 2023 (Appendix E). Greenhouse Gas impacts including construction and operational GHGs are discussed in detail under subsection Greenhouse Gas Emission Impacts of the technical memorandum.

a. Generate greenhouse gases

Less than Significant Impact. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the Greenhouse Gas Emissions CEQA Thresholds and Screening Tables 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 MtCO2e (metric tons of CO2e 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.

The estimated GHG emissions that the Project would generate are a total of approximately 342.69 MTCO2e/yr. The estimated GHG emission includes emissions from Carbon Dioxide (CO2), Methane (CH4), Nitrous Oxide (N2O), and Refrigerants (R). As the proposed Project would not exceed the SCAQMD's numeric threshold of 3,000 MTCO2e/yr., the Project would result in a less than significant impact with respect to GHG emissions.

b. Conflict with a plan, policy or regulation

Less than Significant Impact.

In November 2022, CARB released the Final 2022 Scoping Plan Update, which identifies the State's progress towards the statutory 2030 target, while providing a path towards carbon neutrality and reduce greenhouse gases emissions by 85% below 1990 levels by 2045. Recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. The Project would not conflict with any of the 2022 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Additionally, the Project will result in approximately 342.69 MTCO2/yr and would not exceed the screening threshold of 3,000 MTCO2e/yr. Thus, Project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would therefore comply with the City's GHG policies under the CAP without mitigation.

Therefore, the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

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

Discussion:

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

No Impact. The Project site was previously developed and is located within an urbanized developed area. No resources that are 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), are present on the site. Therefore, no impacts are anticipated as it related to this area of concern.

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

Potentially Significant Unless Mitigation Incorporated. The project is subject to tribal consultation under AB 52. The purpose of AB 52 is to ensure that local and tribal governments, public agencies, and project components have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. The Planning and Development Department initiated the process by notifying the local Native American tribes of the proposed project through a letter of transmittal dated January 4, 2024. The Planning and Development Department received written response from the Rincon Band of Luiseño Indians on January 15, 2024, and from the Soboba Band of Luiseño Indians on February 1, 2024. Soboba requested consultation and both Soboba and Rincon requested to be provided with copies of existing documents pertaining to the project including but not limited to the archaeological site records. On February 27, 2024, Soboba and the City had consultation and Soboba requested that the Project include standard mitigation measures related to inadvertent discoveries. The Soboba Band then closed consultation before the end of the meeting. After review of the City provided documents and internal review of their documents, the Rincon Band had no information to share about specific Tribal Cultural Resources within the project area; however, they stated that there is always potential for subsurface

materials to be disturbed during ground-disturbing activities and requested that protocols be established to guide processes for inadvertent discoveries.

Compliance with the mitigation measures in the Cultural Resources section (**MM CUL-1, MM CUL-2 and MM CUL-4**) would reduce impacts to Tribal Cultural Resources to less than significant should any resources be discovered during the Project's ground-disturbing construction activities.

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

Discussion:

a. Fish/wildlife population or habitat or important historical sites

Potentially Significant Unless Mitigation Incorporated. As indicated throughout the analysis in this IS/MND (refer specifically to the analysis of Issues 7, 10, 14, and 17), assuming incorporation of the mitigation measures identified herein, implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habit of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, with mitigation, impacts would be less than significant.

b. Cumulatively considerable impacts

Potentially Significant Unless Mitigation Incorporated. Cumulative effects that would result from implementation of the Project have been evaluated throughout this IS/MND, which concludes that such impacts would not occur, would be less than significant, or would be reduced to below a level of significance with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval. For example, for the issue of Air Quality (IS/MND Section 5), the SCAQMD's CEQA Air Quality Significance Thresholds indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively-considerable air quality impact. Thus, the analysis of the Project's air quality impacts inherently addresses potential cumulatively-considerable air quality impacts, and shows that Project-related cumulatively considerable impacts to air quality would be less than significant. As indicated in the analysis of Greenhouse Gas Emissions (IS/MND Section 16), projects that are consistent with the City's CAP are considered to have a less-than-significant individual and cumulative impact on GHG emissions. Because the Project would generate fewer than 3,000 MTCO2e/yr of GHG emissions, the Project's impacts due to GHGs would be less-than cumulatively considerable. Furthermore, the analysis of Project impacts due to noise (IS/MND Section 10) demonstrates that the Project's construction, operational, and transportation-related noise impacts would be less than significant with the incorporation of mitigation measures. Accordingly, with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval, the Project would not have impacts which are individually limited, but cumulatively considerable.

c. Substantial adverse effects on humans

Less Than Significant Impact. The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this IS/MND (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures have been identified to reduce these adverse effects to the maximum feasible extent. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already

evaluated and disclosed throughout this IS/MND. Accordingly, impacts would be less than significant.

d. Short term vs. long term goals

Less Than Significant Impact. The Project would develop a 25-unit permanent supportive housing development Project that is consistent with the General Plan land use designation of High Density Residential (HDR) as described in Section 1, Land Use and Planning. Further, the proposed development would be consistent with the policies and intent of the General Plan, including the housing element relative to affordable housing. As such, the Project would not conflict with the General Plan's short- or long-term goals.

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

Discussion

a. Substantially impair an adopted emergency response plan or emergency evacuation plan

No Impact. According to the CAL FIRE Hazard Severity Zone map, the Project site is not within an area identified as a Very Fire Hazard Severity Zone (VFHSZ) or a State Responsibility Area (SRA) (CALFIRE 2023). The proposed Project would be located within a Local Responsibility Area (LRA). Additionally, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events.

The proposed Project would provide adequate emergency access to the site via a 56-foot-wide driveway (28-foot ingress and 28-foot egress) along 2nd Street that would ensure access for emergency vehicles within the interior of the site. Additionally, access to and from the Project site for emergency vehicles would be reviewed and approved by the Corona Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would not occur.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire

No Impact. As described in the previous response, the Project site is not located within a Very High Fire Hazard Severity Zone. The Project site is in an urbanized area and surrounding land uses are fully developed, lacking vegetation necessary for the uncontrolled spread of a wildfire. Further, the areas within the Project's vicinity do not contain hillsides or other factors that could exacerbate wildfire risks. Therefore, no impact would occur.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water

sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

No Impact. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone, and the Project does not include infrastructure that could exacerbate fire risks. Although the Project includes new driveways within the Project site and other utility offsite improvements, the Project does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Project design and implementation of utility improvements would also be reviewed and approved by the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment. Therefore, no impacts would occur.

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

No Impact. According to Figure 5-14 of the Technical Background Report prepared for the City's General Plan, the Project site and surrounding areas are fully developed and are not subject to wildland fire hazards (Corona, 2020a, Technical Background Report, Figure 5-14). Due to the developed nature of the Project vicinity, the Project would not 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. No impact would occur.

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

Discussion

In order to evaluate the Project's potential impacts due to energy demand, a site-specific technical report was prepared titled "Air Quality, Greenhouse Gas and Energy Assessment" (herein, "EA"), prepared by Urban Crossroads, dated September 2023 (Appendix E). Please refer to the EA for a discussion of existing conditions, a discussion of applicable regulatory requirements, and a description of the methodology used to estimate the Project's energy demand.

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

Less than Significant Impact.

A significant impact would occur if the proposed Project would result in the inefficient, wasteful, or unnecessary use of energy.

Construction

Based on CalEEMod estimations within the modeling output files used to estimate GHG emissions associated with future development projects under the General Plan, construction-related vehicle trips would result in approximately 243,683 VMT and consume an estimated 11,111 gallons of gasoline and diesel combined during future development projects construction phases. Additionally, on-site construction equipment would consume an estimated 38,466 gallons of diesel fuel. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-

consuming resources in an efficient manner, the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impacts related to electricity and fuel consumption would be less than significant.

Operation

Electricity and Natural Gas

Operation of the proposed project would consume energy as part of building operations and transportation activities. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on CalEEMod energy use estimations, operations for the Project would result in approximately 175,978 kWh of electricity and 424,256 kBTU/year of natural gas annually.

Future development projects would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Fuel

Operational energy would also be consumed during vehicle trips associated with future development projects envisioned under the proposed project. Fuel consumption would be primarily related to vehicle use by residents, visitors, and employees associated with future development projects. Based on CalEEMod energy use estimations, project-related vehicle trips would result in approximately 723,498 VMT and consume an estimated 29,224 gallons of gasoline and diesel combined, annually (see Attachment C of the Air Quality, Greenhouse Gas and Energy Assessment).

The existing transportation facilities and infrastructure would provide future visitors and employees associated with the Project access to a mix of land uses in close proximity to the Project, thus further reducing fuel consumption demand. As such, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the operational impact related to vehicle fuel consumption would be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

No Impact.

A significant impact would occur if the proposed Project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Construction

As discussed previously, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed in Section 5.1, above, the Project would result in approximately 175,978 kWh of electricity and 424,256 kBTU/year of natural gas annually.

Future development projects would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards,

would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation.

Compliance with the aforementioned mandatory measures would ensure that future development projects would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

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 General Plan 2020-2040. Available online: https://www.coronaca.gov/home/showpublisheddocument/25479/638494039032370000
2. City of Corona Technical Background Update EIR, 2019. Available online: https://www.coronaca.gov/home/showpublisheddocument/17290/637122799157100000
3. City of Corona Municipal Code. Available online: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686
4. Preliminary Geotechnical and Infiltration Feasibility Investigation Report prepared by LOR Geotechnical dated October 9, 2023 and revised April 16, 2024 (Appendix A).
5. Project Specific Water Quality Management Plan (WQMP), prepared by Fuscoe Engineering, Inc. dated December 2023 and revised April 2024 (Appendix B).
6. Preliminary Drainage Analysis, prepared by Fuscoe Engineering, Inc. dated April 2024 (Appendix C).
7. Sewer and Water Study Report, prepared by Fuscoe Engineering, Inc. dated May 2024 (Appendix D).
8. Air Quality, Greenhouse Gas and Energy Assessment prepared by Urban Crossroads dated September 29, 2023 (Appendix E).
9. Air Toxic and Criteria Pollutant Health Risk Assessment prepared by Urban Crossroads dated January 19, 2024 (Appendix F).
10. Trip Generation Assessment prepared by Urban Crossroads dated January 19, 2024 (Appendix G).
11. Biological Resources Technical Memorandum (BRTM) prepared by Dudek dated April 25, 2024 (Appendix H).
12. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis Memorandum prepared by Dudek dated April 18, 2024 (Appendix I).
13. Phase I Environmental Site Assessment (ESA) prepared by TA-Group DD, LLC dated September 25, 2023 (Appendix J).
14. Soil Gas Sampling Report prepared by TA-Group DD, LLC dated October 11, 2023 (Appendix K).
15. Noise and Vibration Analysis prepared by Urban Crossroads dated May 21, 2024 (Appendix L).
16. Cultural Resources Inventory completed by Dudek dated April 25, 2024 (Appendix M).
17. Paleontological Resources Inventory completed by Dudek dated April 23, 2024 (Appendix N).

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
Noise						
MM NOI-1	Interior Noise Reduction Plan. Prior to issuance of a building permit, the following or equivalent noise abatement measures shall be clearly shown on the building plans: • Windows & Glass Doors: First story facades facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 34. • Doors (Non-Glass): All exterior doors shall be well weather-stripped. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. • Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. • Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: Arrangements for any habitable	Condition of Approval	Submittal of documentation	Prior to issuance of building permit	Project Applicant, Planning and Development Department – Building & Planning Divisions	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	room shall be such that any exterior door or window can be kept closed when the room is in use and still receives circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.					
Biological Resources						
MM BIO-1	**Migratory Bird Treaty Act.** In the event that vegetation and tree removal should occur between January 15 and September 15, the Project Applicant shall retain a qualified biologist to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the Project site or within 500 feet of the Project site during the clearance survey with a brief letter report, submitted to the City of Corona Planning and Development Department prior to the issuance of a grading permit, indicating that no impacts to active bird nests would occur before grading can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 200-foot buffer around the active nest. For listed raptor species, this buffer shall be 500-feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. The buffer will remain in place as long as the nest is considered active, as determined by a qualified on-site biologist. Prior to the commencement of grading activities and the issuance of any grading permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Corona Planning and Development Department.	Condition of Approval	Submittal of documentation	Prior to issuance of grading permit	Project Applicant, Project Biologist/Planning and Development Department – Planning Division	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
Cultural Resources and Tribal Cultural Resources						
MM CUL-1	**Archaeological Monitoring**. Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified Archaeologist ("Archaeological Monitor") for mitigation monitoring services and implement a Cultural Resource Monitoring Program (CRMP). At least 30 days prior to issuance of grading permits, a copy of the executed agreement between the Project Applicant and Archaeologist shall be submitted to the Planning and Development Department: • A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon and Soboba Band of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any. • The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions. • Full-time monitoring shall occur throughout the entire Project area, including all	Condition of Approval	Submittal of documentation showing that an archaeologist has been retained for the Project.	Prior to issuance of grading permits and during grading activities	Project Applicant, Project Archaeologist/Planning and Development Department – Planning Division	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.					
MM CUL-2	**Inadvertent Discovery and Native American Notification.** In the event that a significant cultural resource is discovered during ground disturbance activities, the qualified archaeologist shall notify the City and the Rincon and/or Soboba Band of Luiseño Indians for purposes of inviting the Tribes to participate in the CRMP implementation and to observe any continuing ground-disturbing construction activities. Further, all ground disturbance activities within 50 feet of the discovered cultural resource shall be halted and the applicant and a meeting shall be convened between the developer, the consulting archaeologist, the lead agency and a Rincon tribal representative to discuss the significance of the find. Further ground disturbance shall not resume in the area of the discovery until the appropriate treatment has been accomplished.	Condition of Approval	Submittal of documentation showing that a Native American Monitor has been retained for the Project.	Prior to issuance of grading permits and during grading activities	Project Applicant, Project Archaeologist, Planning and Development Department – Planning Division, Native American Monitor	
MM CUL-3	**Paleontological Monitor.** Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). The PRMMP shall include the provision of a trained paleontological monitor during onsite soil disturbance activities. The PRMMP shall include the provision of a trained paleontological monitor during onsite soil disturbance activities. The monitoring for paleontological resources shall be conducted on a	Condition of Approval	Submittal of a Paleontological Resources Monitoring and Mitigation Plan	Prior to issuance of grading permits and during grading activities	Project Applicant, Planning and Development Department – Planning Division, Paleontological Monitor	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	full-time basis during the rough grading phases of the Project site within native soils that have the potential to harbor paleontological resources. The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. If paleontological resources are unearthed or discovered during grading activities, the following recovery processes shall apply: • Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques. • All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. • A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. • All fossils collected during this work, along with the itemized inventory of these specimens, shall be depositedin a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.					
MM CUL-4	**Discovery of Human Remains**: In the event that	Condition of	Submittal of	If human remains	Construction	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department, Planning Division, immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspectionand make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shallbe overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052)	Approval	documentation	are discovered during ground-disturbing construction activities	Contractor(s), County Coroner, NAHC	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).					