CITY OF CORONA
MITIGATED NEGATIVE DECLARATION

NAME AND DESCRIPTION OF PROJECT:

PP2023-0009: Precise Plan to review the site plan, architecture, perimeter walls/fencing and landscaping for a residential development consisting of 35 single family homes proposed on 9.33 acres within the R-1-20 (Single Family Residential) and R-1-14.4 (Single Family Residential) zones.

TTM 38495: Tentative Tract Map to subdivide approximately 9.33 acres into 35 single family residential lots in the R-1-20 (Single Family Residential) and R-1-14.4 (Single Family Residential) zones.

AHDB2023-0001: Density Bonus Housing Agreement application for a single-family residential development consisting of 35 units proposed in the R-1-20 (Single Family Residential) and R-1-14.4 (Single Family Residential) zones.

PROJECT LOCATION: 2501 Garretson Avenue, east side of Garretson Avenue, approximately 530 feet south of Santana Way (Assessor's Parcel Number: 120-020-022).

ENTITY OR PERSON UNDERTAKING PROJECT:

Warmington Residential – Moses Kim
3090 Pullman Street
Costa Mesa, CA 92626

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

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

Date: _____

_____
Mayor
City of Corona

Date filed with County Clerk: _____

CITY OF CORONA
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Garretson Development

- Precise Plan 2023-0009 (PP2023-0009)
- Tentative Tract Map 38495 (TTM 38495)
- Density Bonus Housing Agreement 2023-0001 (AHDB2023-0001)

PROJECT LOCATION: The Project site is located on the east side of Garretson Avenue, approximately 530 feet south of Santana Way. The site address is 2501 Garretson Avenue and is referred to as Assessor's Parcel Number (APN) 120-020-022 (see Figure 1, *Regional Location,* and Figure 2, *Local Vicinity*).

PROJECT PROPONENT: Warmington Residential – Moses Kim
3090 Pullman Street
Costa Mesa, CA 92626

PROJECT DESCRIPTION:

Project Overview

The Project proposes to subdivide approximately 9.33 gross acres into 35 single-family residential lots with lots ranging in size from 7,350 to 19,674 square feet. The project's proposed density is 3.75 dwelling units per acre (du/ac). The Project site consists of one parcel, Assessor's Parcel Number (APN) 120-020-022. Development of the Project will impact approximately 9.33 acres of undeveloped land, currently consisting of an abandoned citrus grove, along with other scattered native and non-native trees that is entirely disturbed and agricultural land with no native habitat, into a single-family residential development consisting of 35 lots and one drainage area (see Figure 3, *Aerial View* and Figure 4, *Existing Site Photos*). Project activities include site preparation, which entails ground clearing and removal of all vegetation; grading of the entire Project site and installation of building footings, utility lines, and underground infrastructure, construction of the new houses, paving, landscaping, paving of streets, installation of perimeter fencing, installation of landscaping, and finishing of the homes.

The site has a General Plan land use designation of Estate Residential (ER) per the City's 2020-2040 General Plan, which allows 1-3 dwelling du/ac. The site is surrounded to the east by Low Medium Density Residential (LMDR), to the south and west by Estate Residential (ER) and to the north by Estate Residential (ER) land uses (see Figure 5, *Existing General Plan Land Use Designations*).

The Project site is a split-zoned parcel, in that the western portion of the property fronting Garretson Avenue is zoned R-1-20 (Single Family Residential) and the remaining eastern portion is zoned R-1-14.4 (Single Family Residential). See Figure 6, *Existing Zoning*. Both zones permit the development of single-family dwellings. The R-1-20 zone requires a minimum lot area of 20,000 square feet and the R-1-14.4 zone requires a minimum lot area of 14,400 square feet.

Based on the Project site's acreage of 9.33 acres and the maximum allowable density of 3 du/ac under the ER designation of the General Plan, the Project is allowed to have a maximum of 27.9 units. The project proponent/applicant, Warming Residential, is pursuing a 25% density bonus under the State Density Bonus Law (SDBL), California Government Code Sections 56915-56918, which allows an additional seven (7) units on top of the 27.9 units. In total, the Project is allowed to have

a total of 35 units of which 5% of the total units are required to be for very low-income households, as defined in Section 50105 of the Health and Safety Code. In the case of this Project, 5% equates to two (2) units which shall be for very low-income households. In addition, the project applicant is requesting a number of waivers of the city's development standards under the SDBL, including waiving the minimum lot size requirements under the site's existing two zones.

The project applicant is seeking approvals of three entitlements:

- Tentative Tract Map (TTM 38495);
- Precise Plan (PP2023-0009); and
- Density Bonus Housing Agreement (AHDB2023-0001)

The TTM proposes to subdivide the project site into 35 lots for the development of 35 single family dwellings, of which two units will be set aside as affordable units. The PP reviews the site plan, architecture, landscaping, fencing and other features of the housing development. The AHDB Agreement requires the project applicant to enter into an agreement with the City to ensure that the project applicant constructs, operates, and maintains the affordable units for very low-income households in accordance with the Agreement pursuant to the SDBL and Chapter 17.87 of the Corona Municipal Code which governs density bonus housing agreements.

The Project will be built in one phase and will take approximately 10 months or 300 days to complete. Per the Tentative Tract Map Preliminary Grading Plan, 5,525 cubic yards of net fill is expected.

Project Features

Development Summary

The maximum height of the residences would be 2 stories (30 feet), measured from finish grade to top of the highest roof ridge. Project elevations would include a variety of architectural elements such as articulated massing and finish material palettes and have design characteristics consistent with Cottage, Modern Prairie and Farmhouse styles. The Project's Tentative Tract Map is shown in Figure 7 (*TTM 38495*), the *Site Plan* in Figure 8, and conceptual elevations of the planned residences are shown in Figure 9 (*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	4	3.5	3,231	15
2	5	4.5	3,465	15
3	5	4.5	3,901	5

Recreation and Open Space

The Project would provide approximately 56,486 square feet of combined front yard landscaped area, 2,375 square feet of common sloped area, 8,242 square feet of street frontage landscaping and approximately 4,847 square feet of common area landscaping, including a lounge amenity. Total landscaping proposed would be 71,950 square feet, or approximately 17.22% of the total site area.

Fences and Walls

The Project would include construction of 6-foot-high split face block walls with decorative caps and columns along the northern and eastern property lines, and a 6-foot-high split face block wall along the south, which would match the existing 6-foot-high split face block wall along the southern property line. Interior walls within the project would include 6-foot-high block walls, and the western perimeter

tract wall will feature the Village 2, South Corona theme wall which includes a brick cap and colored stucco block wall.

Lighting

Outdoor lighting would consist of wall-mounted lighting, pole-mounted lighting, and low-level path lights along the proposed internal roadway and outdoor areas. All outdoor lighting would be directed downward and shielded to minimize off-site spill. The location of all exterior lighting would comply with lighting and glare standards established in the City of Corona's Municipal Code §17.84.079.

Access and Circulation

The main access to the Project site would be from a proposed 36-foot-wide private street that would connect to Garretson Avenue, a public road along the western portion of the Project site. The 36-foot-wide internal street, which includes curbside parking space on one side of the street, includes two access points onto Garretson Avenue along the north and south portions of the site. See Figures 7 (*TTM 38495*) and 8 (*Site Plan*).

Parking

The Project would provide 70 on-site parking spaces consisting of 2-car garages for each home and one-sided on-street parking.

Landscaping

The Project would install approximately 71,950 square feet of new drought-tolerant low water use ornamental landscaping throughout the site (see Figure 10, *Landscaping Plan*). Landscaping would include trees, such as: *Tristania laurina*, *podocarpus gracilor*, *Olea europaea*, *Geijera parviflora*, and *Washingtonia robusta*.

Infrastructure Improvements

The proposed development would construct on-site infrastructure improvements that would connect to the existing utility infrastructure in Garretson Avenue as described below.

- **Gas and Electric** – The Project would install underground electric lines that would connect to existing infrastructure in Garretson Avenue. Electricity would be provided to the Project by Southern California Edison (SCE).
- **Water and Sewer** – The Project will connect to the existing 8-inch water line and the 8-inch sewer line in Garretson Avenue located within a public utility easement.
- **Stormwater Drainage** – The Project would install one landscaped underground detention and infiltration area. The proposed system would capture, treat, and slow stormwater runoff for the 85th percentile, 24-hour storm.

Construction

Construction was estimated for a 300-day construction schedule, which includes site preparation, grading, building construction, paving, and architectural coating. Construction equipment and staging are to occur on-site, and construction vehicle access is planned along Garretson Avenue. Table 2 lists the anticipated construction schedule.

Table 2: Anticipated Construction Schedule

Construction Phase	Working Days
Site Preparation	10
Grading	20
Building Construction	230
Paving	20
Architectural Coatings	20
Total	**300**

Source: Table 2.2-1, Residential AQ/GHG Technical Memorandum, 2023

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 (Corona Municipal Code §17.84.040). Figure 11 shows the *Conceptual Grading and Drainage Plan* for the Project.

Operation

The proposed Project would operate as a residential community. Typical operational characteristics would include residents and visitors traveling to and from the site, leisure and maintenance activities occurring on individual residential lots 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 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 January 2, 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
Project Site	Abandoned Citrus Grove	Estate Residential (ER) / R-1-20 and R-1-14.4 (Single Family Residential)
North	Single family residence	Estate Residential (ER) /R-1-14.4 (Single Family Residential)
East	Residential Development	LMDR (Low Medium Density Residential) / R-1-7.2 (Single Family Residential)
West	Residential Development	Estate Residential (ER) / R-1A (Single Family Residential)
South	Residential Development	Estate Residential (ER) / R-1-20 (Single Family Residential)

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

Site Description

The existing conditions of the Project site and surrounding areas are depicted on Figure 3, *Aerial View*. The Project site is currently vacant and is a former citrus grove (now abandoned). The site is

sparsely vegetated with weeds and low grasses. Landscaped frontages of the Project site along Garretson Avenue include ornamental trees and shrubs. The site is relatively flat with on-site elevations ranging from 1,065 feet in the north to 1,075 feet in the south.

GENERAL PLAN / ZONING

The Project site has an existing Corona General Plan land use designation of Estate Residential (ER), which allows 1-3 dwelling units per acre (du/ac). While the Project proposes a density of 3.75 du/ac, over the maximum 3 du/ac within the ER land use designation, it is consistent with State Density Bonus Law (SDBL), which allows a density bonus increase of 25%, provided that the Project includes two (2) units that will be restricted to very low-income households. A 25% increase results in an additional seven (7) units, bringing the total up to 35 dwelling units allowed on the Project site.

The Project site is a split-zoned parcel in that the western portion of the site is zoned R-1-20 while the eastern portion is zoned R-1-14.4. While both zones permit the development of a single-family dwelling, the R-1-20 zone requires a minimum lot size of 20,000 for newly created lots whereas the R-1-14.4 zone requires a minimum lot size of 14,400 square feet. The project applicant is requesting the city to waive the minimum lot size requirements for several of the lots proposed by TTM 38495 in addition to other development standards that are required by the Corona Municipal Code for the two zones. Developers of qualifying affordable housing developments are allowed to request waivers of development standards under the SDBL if the development standard(s) would physically preclude the construction of the project at its permitted density, provided that the waiver would not cause a public health or safety problem.

The Project will be built in one phase, which will take approximately 10 months or 300 days.

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 Estate Residential (ER) on the General Plan map and is zoned R-14.4 (Single Family Residential). Existing land use to the north of the Project site is a single-family residential property.

East: The area east of the Project site is designated as Low Medium Density Residential (LMDR) per the General Plan map and zoned R-1-7.2 (Single Family Residential). The existing land use is a single-family residential neighborhood.

South: The area south of the Project site is designated as Estate Residential (ER) on the General Plan map and zoned R-1-20 (Single Family Residential). The existing land use is a single-family residential neighborhood.

West: The area west of the project site is designated as Estate Residential (ER) on the General Plan map and zoned as R-1A (Single Family Residential). This area is developed with a single-family residential neighborhood.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Recordation of a final map, issuance of building permits, and completion of structures to current building code are required by the City prior to the establishment of the subdivision. 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 Assembly Bill (AB) 52, the city sent letters to several local Native American tribes on November 13, 2023, that could have knowledge regarding tribal cultural resources in the project area. The 30-day AB 52 consultation consideration period ended on December 13, 2023. As discussed in Section 17, Tribal Cultural Resources, the following two tribes indicated a desire to consult with the city on this project.

- Pechanga Band of Indians – Juan Ochoa via an email dated December 12, 2023
- Soboba Band of Luiseno Indians – Joseph Ontiveros via letter dated December 12, 2023

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 §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 and 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 7, 2024

Prepared By: EPC Environmental

Prepared For: City of Corona (Lead Agency)
Planning & Development Department
400 S. Vicentia Avenue, Suite 120
Corona, CA 92882

Lead Agency
Contact Person: Rocio Lopez, Consulting Planner

Phone: (951) 736-2293

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 (Site from Garretson Avenue)

Figure 4b: Existing Site Photos (West Side Towards Center of Site)

Figure 5: Existing General Plan Land Use Designations

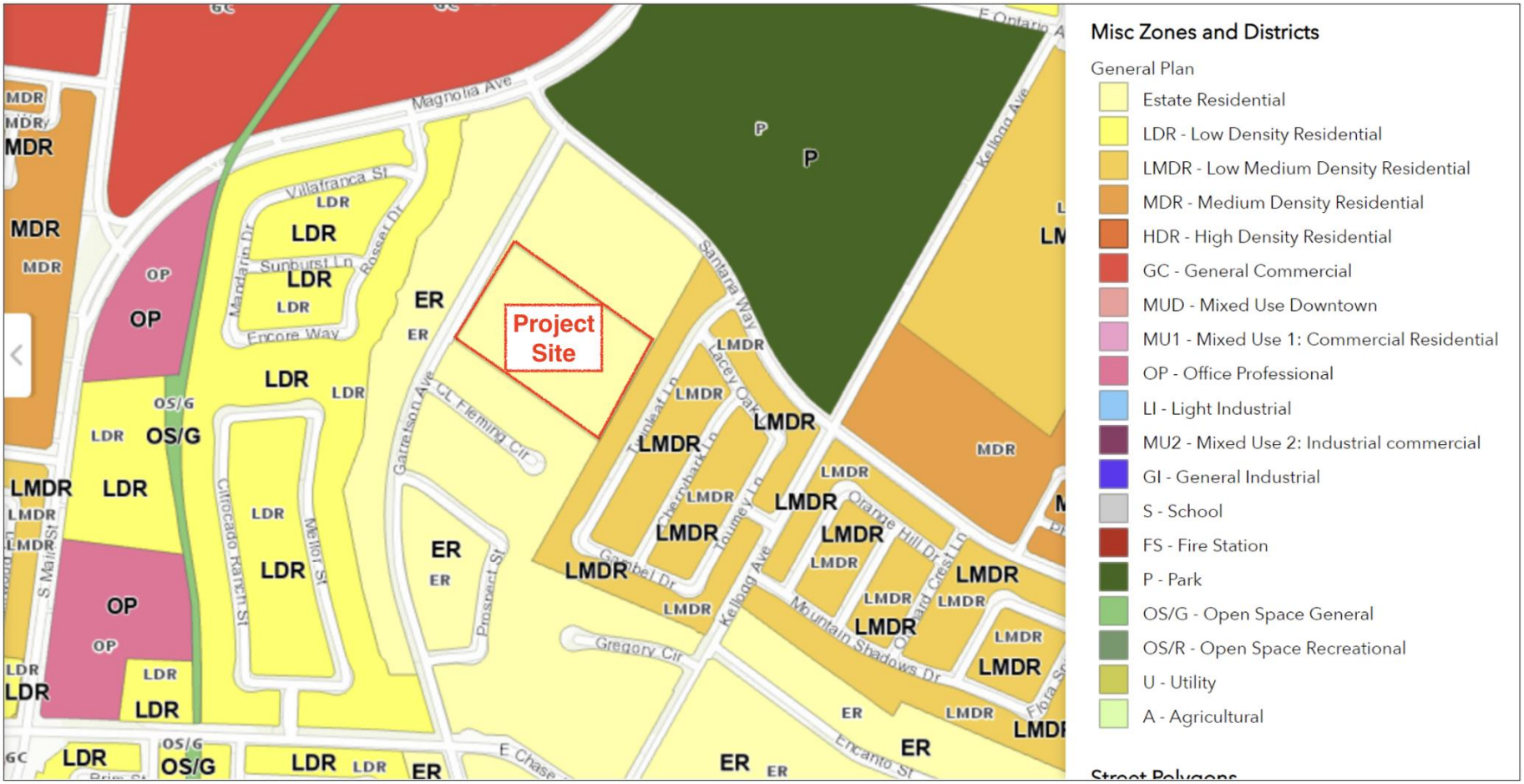


Figure 6: Existing Zoning

Figure 7: TTM 38495

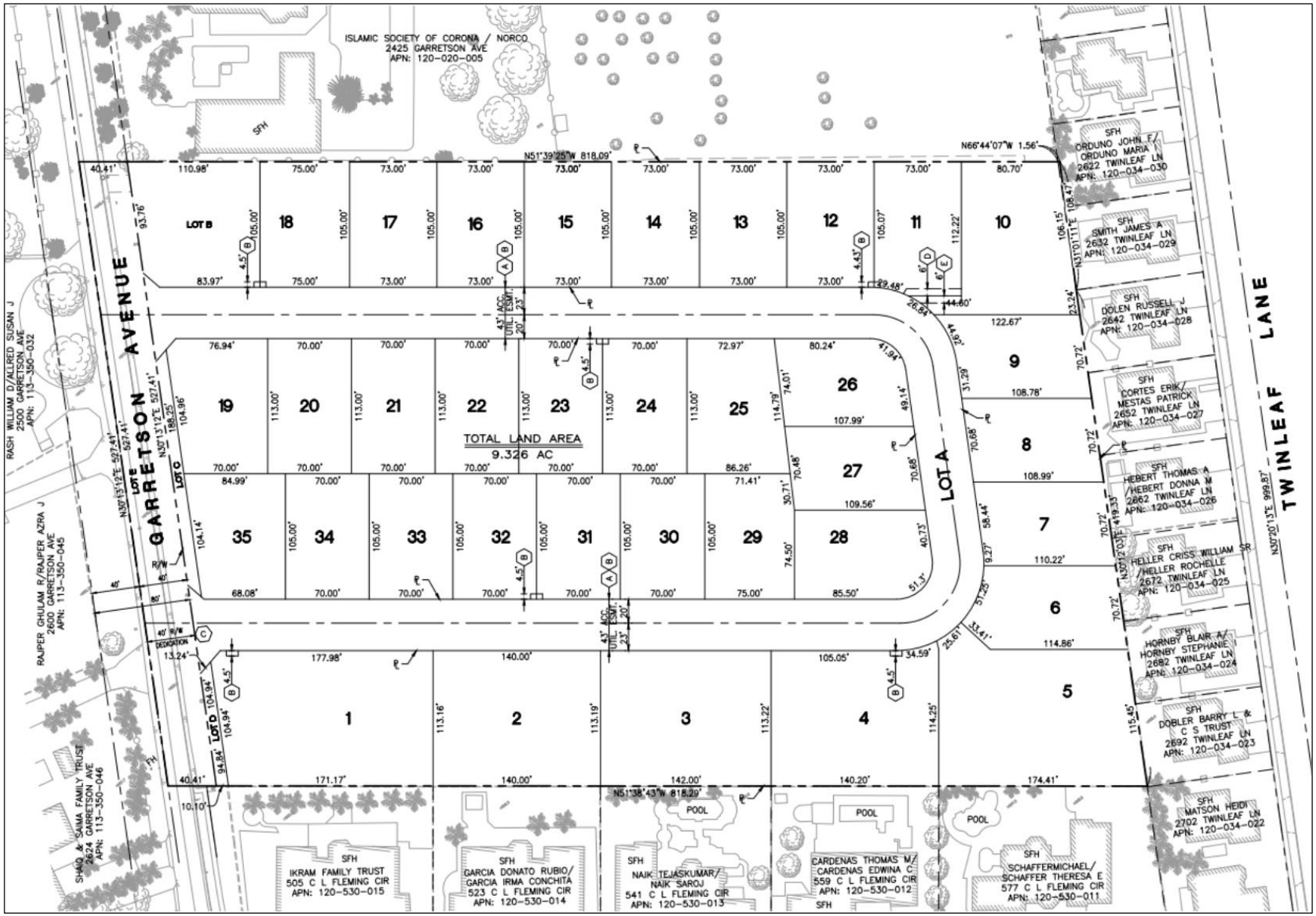


Figure 8: Site Plan

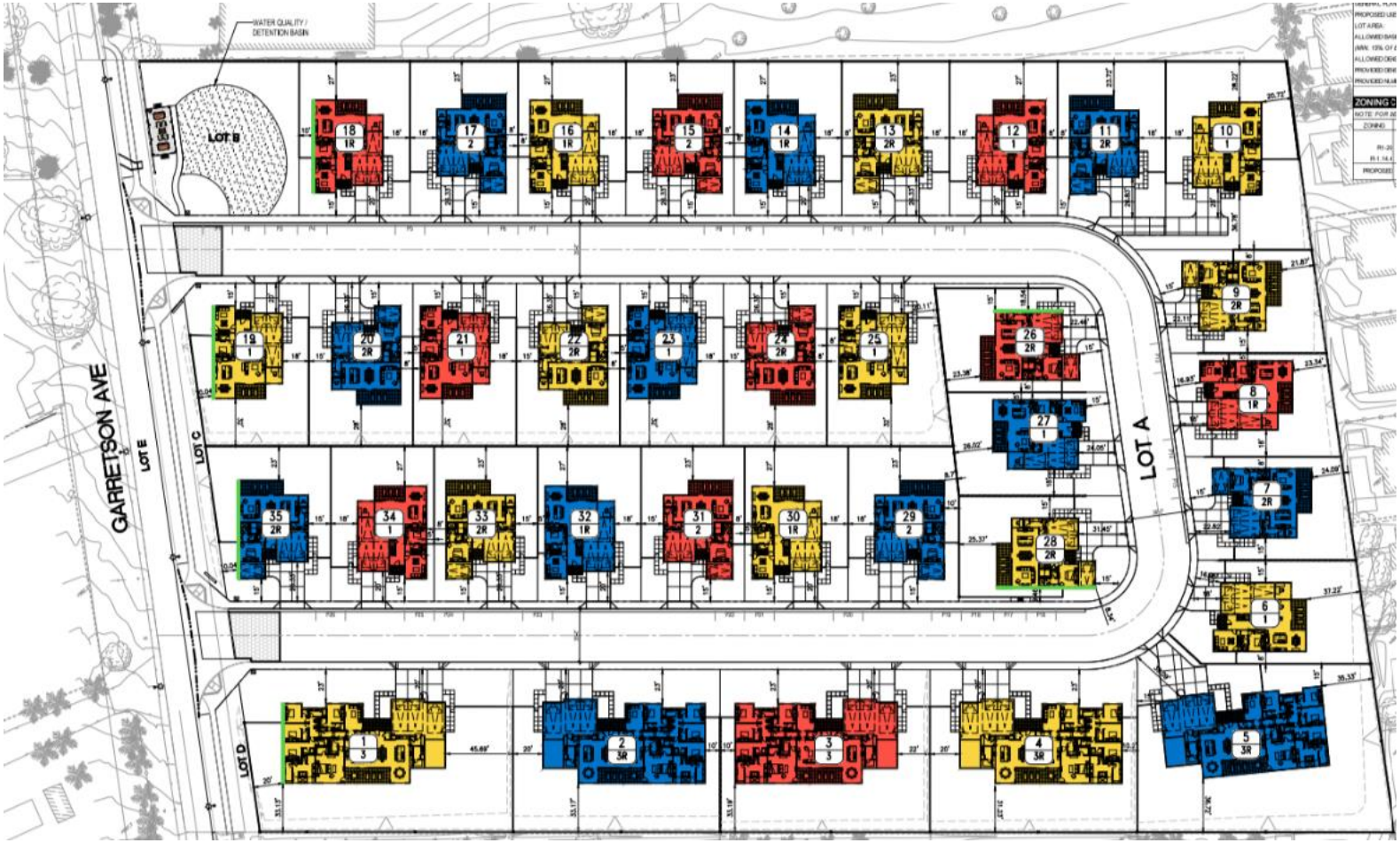
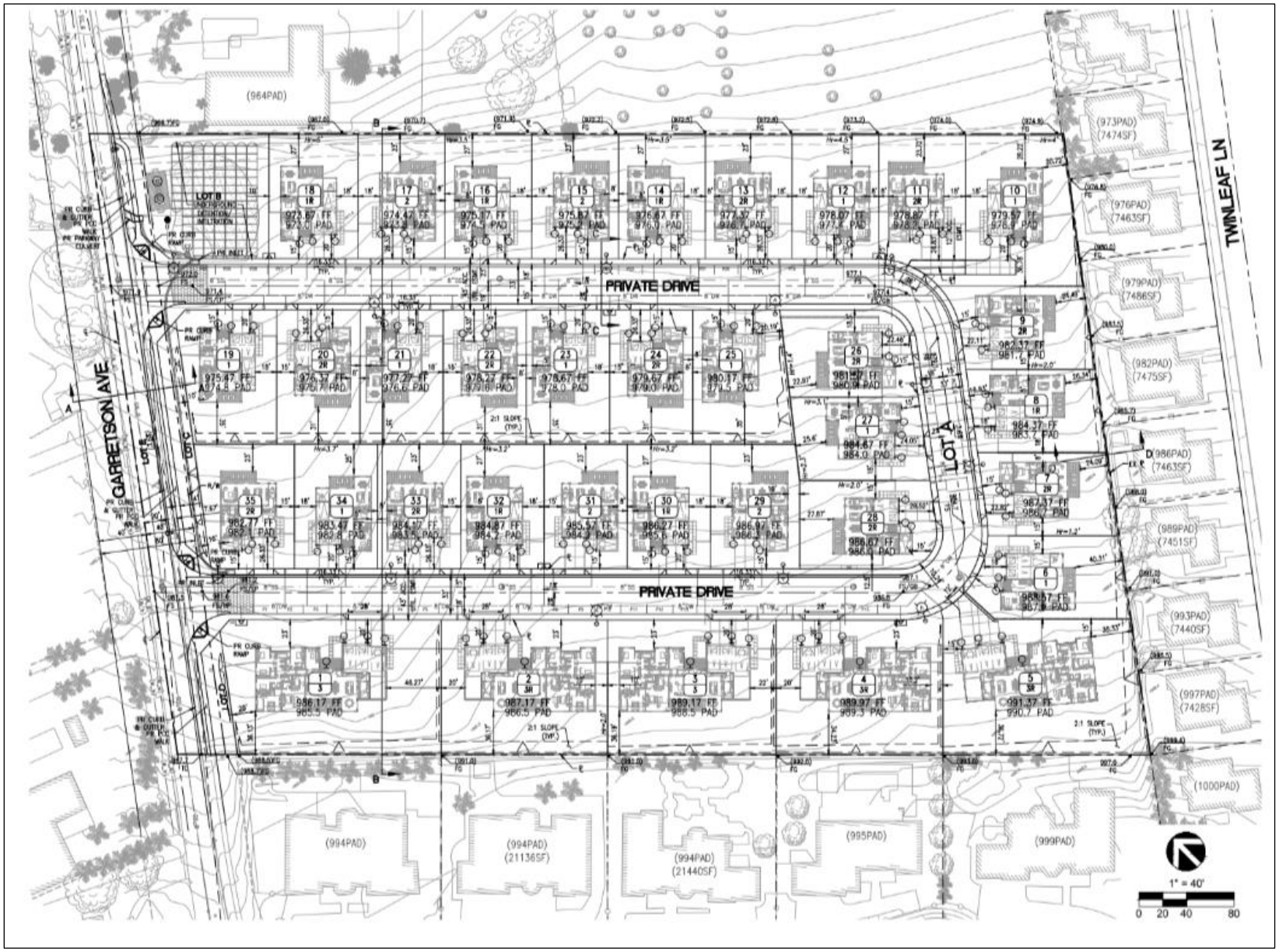


Figure 9: Elevations-Typical

Figure 10: Landscape Plan

Figure 11: Conceptual Grading and Drainage 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, California.

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 an established community	☐	☐	☐	☒

Discussion:

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

Less Than Significant Impact. The applicable plans and policies relating to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect are evaluated throughout this Initial Study document as described below.

City of Corona General Plan

Land Use Element: The General Plan Land Use designation is Estate Residential (ER) which allows a maximum density of 3 dwelling units (du) per gross acre (9.33 gross acres x 3 = 29.77 dwelling units). Under the General Plan, the project is allowed to have a maximum of 27.99 units, which is considered the "base density". The project applicant is proposing an affordable housing development pursuant to the SDBL and is pursuing a 25% density bonus, which would allow the project to have an additional seven (7) units on top of the 27.99 units. In total, 35 units are proposed. Under the SDBL, a 25% density bonus requires that at least two (2) units shall be set aside for very low-income households. The project results in a density of 3.75 du/ac, and while this density exceeds the maximum allowable density of 3 du/ac under the General Plan, the project is considered consistent with the General Plan because the project is an affordable housing development under the SDBL.

The Project site is located within two Single-Family Residential zone districts, R-1-20 and R-1-14.4, which permit single-family homes and customary accessory buildings. While the R-1-20 zone requires a minimum lot area of 20,000 square feet and the R-1-14.4 zone requires a minimum lot size of 14,400 square feet, under SDBL (and in accordance with the State Housing Accountability Act) the base density permitted on a parcel is "the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, means the greatest number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project." (Gov. Code, § 65915, subd. (o)(6).) Therefore, the Project is allowed to be developed per the maximum allowable density of 3 du/ac regardless of the lot size requirements established by the Zoning Ordinance for the R-1-20 and R-1-14.4 zones which would have limited the Project to a density of approximately 2 du/ac. Therefore, the Project is considered consistent with the General Plan and Zoning Ordinance and no mitigation is warranted.

Circulation Element: Please refer to Section 6, Transportation/Traffic, for the analysis.

Conservation/Open Space Element: Please refer to Sections 13, Aesthetics, and Section 7, Biological Resources, for the analysis.

Noise Element: Please refer to Section 10, Noise, for the analysis.

Safety Element: Please refer to Section 9, Hazards and Hazardous Materials, for the analysis.

Community Design Element: Please refer to Section 13, Aesthetics, for the analysis.

City of Corona Zoning Ordinance

In instances where the Zoning Ordinance applies to an environmental effect, it is identified in the Analysis section for each environmental topic. As detailed in such instances, impacts are less than significant.

South Coast Air Quality Management District Air Quality Management Plan

Please refer to Section 5, Air Quality, for the analysis.

City of Corona Climate Action Plan

Please refer to Section 16, Greenhouse Gases, for the analysis

Water Quality Control Plan for the Santa Ana Region (Basin Plan)

Please refer to Section 4, Hydrology and Water Quality, for the analysis.

Conclusion. As demonstrated throughout this Initial Study document, the Project would not conflict with any applicable land use plan, policy, or regulation due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, or with compliance with mandatory regulatory requirements or mitigation measures.

b. Conflict with surrounding land uses

No Impact. An example of a Project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project site is in an area that consists primarily of residential land uses. The Project site is bordered on the northwest by Garretson Avenue, followed by residential development; on the southwest by residential development; on the northeast by a single-family residence and the Islamic Society of Corona-Norco mosque; and on the southeast by residential development. The Project site is planned for single-family residential by the General Plan. The properties in the immediate area are currently or planned for single-family residential development. Thus, the development of the Project site is a logical continuation of the development pattern in the area as proposed by the General Plan and does not conflict with the surrounding residential land uses. Therefore, there would be no impact.

c. Physically divide an established community

No Impact. The physical division of an established community could occur if a major road were built through an established community or neighborhood, or if a major development were built that was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such could include lack of, or disruption of, access to services, schools, or shopping areas. It could also include the creation of blighted buildings or areas due to the division of the community.

The Project site is currently vacant and undeveloped but is surrounded by urban residential uses.

As mentioned previously, the Project would be complementary to and consistent with surrounding urban residential uses to the north, east, south, and west. The Project would increase connectivity through the implementation of sidewalks on now-vacant land. In addition, the Project would not install any infrastructure that would result in a physical division of or obstruction to the surrounding land uses. Thus, the proposed Project would result in no impact related to physical division of an established community.

The Project site consists primarily of vacant undeveloped land that used to be a citrus orchard. The Project site is bordered to the north by a residential development; to the south by residential development; to the east by residential development; and on the west by Garretson Avenue by residential development located on the other side. The Project site is planned for residential development by the General Plan. The properties in the immediate area are also planned for residential development. Thus, the development of the Project site is a logical continuation of the development pattern in the area as proposed by the General Plan and will not divide an established community.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

City of Corona General Plan 2020-2040, June 2020. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update
City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/overview

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. The Project follows the General Plan Land Use designation of Estate Residential (ER) and the Zoning Map's Single Family Residential zones of R-1-20 and R-1-14.4. The ER designation allows a density of 1-3 du/ac, while the current zoning permits one-family dwelling units. According to the 2024 population estimates prepared by the California Department of Finance, there are 3.15 persons per household in Corona.[1] Under the current General Plan Land Use designation of ER and R-1-20 and R-1-14.4 zones, the Project could be developed with 28 dwelling units (9.33 gross acres x 3 du/ac = 27.99). The potential population is 89 individuals. As proposed, the Project has a density of 3.75 du/ac, which allows a maximum of 35 dwelling units with a potential population of 112 persons (35 x 3.19 persons per household = 111.7). Thus, the Project would result in a population increase of 21% compared to what was forecasted. Based on the population estimates prepared by the Southern California Association of Governments (SCAG), the population of Corona is forecast to be 172,300 persons in 2040. As shown in Table 2-1 below, the actual population is in line with the SCAG forecast. As such, adequate land development capacity is available to accommodate the anticipated growth in the City.

Table 2-1: SCAG Population Forecast Compared to Actual Population

	2012	2020	2023	2035	2040
SCAG Population Forecast	156,000	166,100	–	170,500	172,300
Actual Population	155,640	156,637	157,005	–	–

Sources: 2020 Federal Census data and 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction: https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071, accessed November 11, 2023, and State of California E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark, https://dof.ca.gov/forecasting/Demographics/estimates/estimates-e5-2010-2020/, accessed November 11, 2023.

Although the Project site is undeveloped, it is adjacent to existing developments on all four sides of the site. The Project would connect to the existing waterline located adjacent to the Project site on Garretson Avenue. The Project would connect to the existing sewer line in Garretson Avenue adjacent to the Project site. Gas and electric utilities are available in the vicinity of the Project site. No additional infrastructure will be needed to serve the Project other than to improve the existing dirt roads and connect to infrastructure near the site. 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.

1 https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/,accessed June 18, 2024.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark. Accessed: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/.

SCAG. 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (SCAG 2020). Accessed: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx.

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:

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

Less than Significant Impact.

Fault/seismic failures (Alquist-Priolo zone)

Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. (A trace is a line on the earth's surface defining a fault.) Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally 50 feet).[2] According to The California Geological Survey's Earthquake Hazards Zone Application (EQ Zapp), the Project site is not located within an Alquist-Priolo Earthquake Fault zone.[3]

The Project site is in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project would be required to construct the proposed structures in accordance with the seismic design criteria mandated by the Corona Municipal Code Title 15, Buildings and Construction Code. The purpose of this Title is, in part, to provide minimum standards to safeguard life or property by stipulating building and foundation requirements to withstand earthquakes.

2 https://www.conservation.ca.gov/cgs/alquist-priolo, accessed October 8, 2023.
3 https://maps.conservation.ca.gov/geologichazards/#dataviewer, accessed October 8, 2023.

Landslides

Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquake-induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. 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. The site is relatively flat and is not adjacent to any slopes or hillsides that could be potentially susceptible to landslides.

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 groundwater are used to identify, characterize, and correlate liquefaction-susceptible soils.

According to The California Geological Survey's Earthquake Hazards Zone Application (EQ Zapp), the Project site is not located in a liquefaction zone.[4] Notwithstanding, the Project would be required to comply with Building and Construction Code §15.36.070(d), *Geotechnical Reports*, which includes data regarding the nature, distribution, and strength of existing soils, conclusions and recommendations for grading procedures, design criteria for corrective measures and other data required by the Building Official. In addition, the proposed Project would be required to be constructed in compliance with the California Building Code (CBC) and the City's Municipal Code, included as PPP GEO-1, 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 12,588 cubic yards (CY) and a fill volume of 18,113 CY, thus resulting in a net fill volume of 5,525 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

Less than Significant 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. The Project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped after it is developed. To control soil erosion during construction, the Project proponent is required to comply with Chapter 15.36.290-Erosion Control Plan, of the City of Corona Municipal Code, which serves to implement the National Pollutant Discharge Elimination System (NPDES) requirements applicable to the Project area and prepare a Storm Water Pollution Prevention Plan (SWPPP). In addition, a Water Quality Management Plan

4 https://maps.conservation.ca.gov/geologichazards/#dataviewer, accessed February 6, 2024.

(WQMP) is required that addresses post-construction soil erosion. Preparation and implementation of these plans is a mandatory requirement.

The SWPPP will identify potential sources of erosion and sedimentation loss of topsoil during construction and identify erosion control measures to reduce or eliminate the erosion and loss of topsoil, such as the use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, and hydroseeding.

Post-construction, much of the site will be covered with paving, structures, and landscaping, which will reduce soil erosion. As detailed in Section 4.a, *Hydrology and Water Quality*, the Project will construct combination retention and detention basins of sufficient size to handle water quality through infiltration, and flood mitigation through detention. The streets will be analyzed and confirmed to contain the 10-year runoff within the curb, and the 100-year runoff within the right of way. Stormwater treatment will be provided by the bottom of the proposed basins, where the required volume will infiltrate into the groundwater. The basins exceed the required water quality volume (also see analysis under Section 4 *Hydrology and Water Quality).* With compliance with the City's Municipal Code stormwater management requirements, Regional Water Quality Control Board (RWQCB) SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the City'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.

Lateral spread or flow are terms referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. All the land within the Project site is relatively flat and is not located in areas prone to landslides; thus, there are no slopes that may contribute to lateral spreading.

Subsidence is the downward movement of the ground caused by the underlying soil conditions. Certain soils, such as clay soils, are particularly vulnerable because they shrink and swell depending on their moisture content. Subsidence is an issue if buildings or structures sink, which causes damage to the building or structure. Subsidence is usually remedied by excavating the soil to the depth of the underlying bedrock and then recompacting the soil so that it can support buildings and structures.

Collapse occurs in saturated soils in which the space between individual particles is filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. The soils lose their strength beneath buildings and other structures.

Based on the California Geological Survey, the site is not mapped within a zone of potentially liquefiable soils. Based on groundwater data (http://www.water.ca.gov/waterdatalibrary/), it is estimated that groundwater is at a depth of 598 feet below existing grade. Liquefaction is not considered to be a hazard at the subject site due to the great depth to groundwater (greater than 598 feet) and the current geologic hazard mapping. Additionally, during the geotechnical evaluation groundwater was not found during the exploratory borings taken at 51 feet below ground surface (bgs). As such, impacts would be less than significant, and no impacts related to subsidence, liquefaction, and collapse will occur through compliance with the California Building Standards Code also known as California Code of Regulations Title 24.

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.

Expansive soils generally consist of clay that tend to expand (increase in volume) as it absorbs water, and it will shrink (lessen in volume) as water is drawn away. According to the Natural Resources Conservation Service, United States

Department of Agriculture, Web Soil Survey, the Project site primarily consists of soils classified as Garretson gravelly very fine sandy loam.

Clay soils are generally classified as "expansive." This means that a given amount of clay will tend to expand (increase in volume) as it absorbs water, and it will shrink (lessen in volume) as water is drawn away. The Garretson series of soils consists of brown and yellowish brown, slightly acid, gravelly very fine sandy loam and gravelly loam. Because they are not clay soils, they are not susceptible to expansion. Notwithstanding, the Project would be required to comply with the California Building Code requirements as implemented through the Corona Municipal Code and verified through the City's plan check and permitting process. The impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code §15.11.020 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

PPP WQ-1: Stormwater Pollution Prevention Plan. As listed in Section 4, *Hydrology and Water Quality*.

Mitigation Measures

None.

Sources

City of Corona General Plan Draft Environmental Impact Report, December 2019. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update

City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

Geotechnical Engineering Report, prepared by Terracon Consultants, Inc., November 2022. (Terracon 2022) (Appendix A).

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:

a. Violate water quality standards/waste discharge requirements

Less than Significant Impact.

Construction

The approximately 9.3-acre site consists of somewhat sandy soils with sparse, weedy vegetation. Surface water on the site would likely be a result of precipitation or minor surface runoff from the surrounding areas. The natural

drainage on the site follows the existing topography and flows to the north/northeast. Construction of the Project would involve clearing, grading, paving, utility installation, building construction, and the installation of landscaping, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction activities in the absence of any protective or avoidance measures. Chapter 15.36.060 - *Erosion Control Plan* of the Corona Municipal Code requires all work requiring a grading permit to also have an approved Erosion Control Plan. This allows the City Engineer to determine how erosion or sediment discharge from the Project could adversely impact adjacent properties.

Potential water quality impacts during construction of the Project would be prevented through implementation of a SWPPP. Construction of the Project would disturb more than 1 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 stormwater 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 that 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, are included as PPP WQ-1, which 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

According to the Project Water Quality Management Plan (WQMP), runoff from the Project site and the surrounding area flows east to the Temescal Creek (Reach 1) then flows northwest to the Santa Ana River (Reaches 3, 2, then 1) and finally empties into the Pacific Ocean near Huntington Beach. Pollutants of concern for these "downstream receiving waters" are pH (acid-base balance), copper, lead, pathogens, and indicator bacteria. The Project Hydrology Study and WQMP identify two drainage management areas (DMAs) on-site (A and B).

Stormwater pollutants commonly associated with residential land uses include sediments, nutrients, trash and debris, bacteria and viruses, oil and grease, and pesticides. City of Corona Municipal Code Chapter 15.36.290 requires the Project to comply with the NPDES program, which helps in managing the quality of stormwater or urban runoff that flows from a developed site after construction is completed. 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. Discharge of these pollutants into surface waters could result in degradation of water quality. However, the proposed Project would be required to incorporate a WQMP, as included in PPP WQ-2 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.

§13.27.120 of the City's Municipal Code (and PPP WQ-2) requires implementation of 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 system of infiltration trenches for water quality and flood control is proposed in the northwest corner of the site serving both of the existing DMAs. The on-site drainage system of curbs, gutters, and storm drains, predominantly would transfer runoff to the underground system, which would then flow into the existing storm drain system in Garretson Avenue. Proposed bioretention and filter inserts would capture, treat, and slow stormwater runoff for the 85th percentile, 24-hour storm.

The WQMP indicates the site has a design capture volume (DCV) of 14,118.4 cubic feet (cf), while the proposed underground infiltration system (Infiltration BMP #1) has a design volume of 31,557.7 cf. This system will thus

provide surplus storage of 18,134.7 cf or 135% over DCV (WQMP Table D.3). The underground infiltration system will address metals, debris, trash, nutrients, bacteria, and viruses with a medium to high removal efficiency (WQMP Table E.4).

With implementation of NPDES requirements and the WQMP, pursuant to the City Municipal Code, (included as PPP WQ-2), 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. Some of the source of potable water supply for the Corona Utility District (CUD) is from groundwater. CUD has two groundwater wells within its distribution system that are actively used to pump groundwater from the Temescal Groundwater Basin, which lies beneath the City of Corona.[5] A discussion of overall water supplies can be found in Section 12, *Utilities,* of this Initial Study.

Development of the Project would increase impervious surface coverage on the Project site, which would in turn reduce the amount of direct infiltration of runoff into the ground. The Project proposes to use roads within the Project site to carry runoff to the proposed underground infiltration system, which is designed for both detention and water quality. As such, the Project will not interfere substantially with groundwater recharge.

In addition, according to a review of historical groundwater data (California Department of Water Resources and California State Water Resources Control Board groundwater well data,[6] depth to groundwater is greater than 75 feet below ground surface (bgs) in the general Project site area. As such, the Project will not impact groundwater.

The City of Corona is located within the Temescal Groundwater Basin, which is not an adjudicated basin and is a part of the 2014 Sustainable Groundwater Management Act (SGMA). No component of the Project would obstruct or prevent implementation of this groundwater management plan for the basin.

Based on the analysis above, the Project is not forecast to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge; and the Project would not impede sustainable groundwater management of the basin. Therefore, the Project would result in a less than significant impact on groundwater supplies and groundwater recharge.

c. Alter existing drainage pattern

Less Than Significant Impact. The Project site is a vacant citrus grove with a slope of approximately 2 percent to the northeast. The Project site does not include, and is not adjacent to, a natural stream, river, or other body of water. Thus, implementation of the Project would not alter the course of a stream or river.

The Project is anticipated to result in a post-development flow rate of 5.45 cubic feet per second (cfs) in Drainage Management Area (DMA) A-1 during the 10-year storm event and 9.67 cfs during the 100-year storm event, 8.96 cfs in DMA A-2 during the 10-year storm event and 16.-1 during the 100-year storm event. The site will be graded to collect storm runoff at two catch basin inlets near the entrance of the site that route runoff to a single underground detention and infiltration system. Prior to entry into the underground storm drain system through the catch basin inlets, runoff generated from the surface enters a biofiltration unit for pre-treatment per water quality treatment standards. In the event that the proposed on-site storm drain system exceeds full capacity, stormwater will overflow to Garretson Avenue via parkway drains as surface flow. During final engineering, water surface elevations will be analyzed to provide flood protection as required from the 10-year and 100-year storm events.[7]

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 (Appendix B), existing drainage patterns would remain

5 https://www.coronaca.gov/government/departments-divisions/department-of-water-and-power/about-dwp/groundwater#:~:text=Temescal%20Groundwater%20Basin,federal%20and%20unincorporated%20county%20lands. accessed on January 17, 2024

6 http://wdl.water.ca.gov and http://geotracker.waterboards.ca.gov

7 VII. Hydrology Result, *Preliminary Hydrology Study TTM No.* 38495, C&V Consulting, Inc., Revised April 2024. (Appendix L).

unchanged (i.e., to the northwest), which would result in a decrease in time of concentration due to increase in imperviousness. To address this increase, the WQMP proposes an underground infiltration system that would capture runoff prior to discharge offsite.

Additionally, according to FEMA's FIRM Map #06065C1352G, the Project site is zoned as Flood Zone X, an 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.[8] According to the California Department of Conservation, California Official Tsunami Inundation Maps,[9] 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 west. 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 197,617 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 a biofilter unit that would capture and filter runoff, then to the existing storm drain system in Garretson Avenue. In addition, the Project includes 71,950 square feet of landscaping that would infiltrate stormwater on-site. The Project would comply with City and NPDES requirements as identified in the WQMP (Appendix B). 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 hazards on-site or off-site.

e. Degrade surface or ground water quality

Less Than Significant Impact. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction-related sources of pollution. For operations, the proposed Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Water supplies to the Project site are provided by the City of Corona's Utilities Department (CUD), formerly known as the Department of Water and Power (DWP), who receives their primary source of water from the Temescal Basin. The 2020 Urban Water Management Plan for the City of Corona found that there are sufficient water supplies to meet demands during average, single-dry, and multiple-dry years through 2045. As described in Section 12, *Utilities*, calculations based on population projections using gallons per day per capita determined that the CUD is anticipated to have adequate water supplies available to serve the proposed Project. Therefore, the Project would result in a less than significant impact on the obstruction or conflict with a groundwater management plan.

f. Within 100-year flood hazard area

Less Than Significant Impact. As described previously, according to FEMA's Flood Insurance Rate Map, the Project site is classified as Flood Zone X, an area of minimal flood hazard. However, a SWPPP and a WQMP would be prepared

8 https://www.fema.gov/flood-maps, accessed on June 10, 2022

9 California Department of Conservation, California Official Tsunami Inundation Maps, https://www.conservation.ca.gov/cgs/tsunami/maps#:~:text=Coordinated%20by%20Cal%20OES%2C%20California,considered%20tsunamis%20for%20each%20area., accessed June 10, 2022.

and implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction. Post-construction stormwater infrastructure would ensure capture and treatment of storm flows up to the 85th percentile, 24-hour storm. Therefore, implementation of the Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

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 (Appendix B) existing drainage patterns would remain unchanged, which would result in a decrease in time of concentration due to an increase in imperviousness. As discussed previously, the Project would replace a vacant pervious site with a residential development that introduce approximately 197,617 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 an underground infiltration system in the northwest corner of the site that would capture and filter runoff, then to the existing storm drain system in Garretson Avenue. In addition, the Project includes 71,950 square feet of landscaping that would infiltrate stormwater on-site. The Project would comply with City and NPDES requirements as identified in the WQMP (Appendix B). 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-site or off-site.

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 156,466 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 including the underground infiltration system, would provide more capture volume than the increased runoff (system has +135% more capacity than the design capacity volume). 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.

According to the Federal Emergency Management Agency (FEMA), the Project site is not located within a flood hazard zone.[10] According to the California Department of Conservation, California Official Tsunami Inundation Maps,[11] 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 as seiche.

Existing Plans, Programs, or Policies

PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the City's Municipal Code §15.36.290 National Pollution Discharge Elimination System (NPDES) and the Riverside County NPDES Permit issued by the Santa Ana Regional Water Quality Control Board. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Corona staff to confirm compliance.

PPP WQ-2: Water Quality Management Plan. Prior to grading permit issuance, the Project applicant shall have a final Water Quality Management Plan (WQMP) approved by the City for implementation. The Project shall comply with the

10 https://www.fema.gov/flood-maps, accessed on June 10, 2022.

11 California Department of Conservation, *California Official Tsunami Inundation Maps,* https://www.conservation.ca.gov/cgs/tsunami/maps#:~:text=Coordinated%20by%20Cal%20OES%2C%20California,considered%20tsunamis%20for%20each%20area., accessed June 10, 2022.

City's Municipal §13.27.120 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.

Mitigation Measures

None.

Sources

City of Corona General Plan Draft Environmental Impact Report, December 2019. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update
City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686
City of Corona 2020 Urban Water Management Plan, 2020. Accessed: https://www.coronaca.gov/government/departments-divisions/department-of-water-and-power/businesses/planning-for-our-future
Federal Emergency Management Agency (FEMA 2023). FEMA Flood Map Service Center. Map 06065C1352G. Available at: https://msc.fema.gov/portal/home
Project Specific Water Quality Management Plan, prepared by C&V Consulting, Inc. July 13, 2022, Revised May 9, 2024 (Appendix B)

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 Project site is located within the South Coast Air Quality Management District (SCAQMD), which is highly susceptible to the formation of air pollution. Warm air mass descends over the cool, moist marine later produced by the interaction between the ocean surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer, which traps the pollutants near the surface. The lack of wind and large amount of sunlight triggers a photochemical reaction that produces ozone and $PM_{2.5}$.[12]

Air Pollutants and Health Effects

Air pollutants are foreign and/or natural substances occurring in the atmosphere that may result in adverse effects to humans, animals, vegetation and/or materials. The air pollutants regulated by the SCAQMD that are applicable to the Project are described below.[13]

Carbon Monoxide (CO). A colorless, odorless gas resulting from the incomplete combustion of hydrocarbon fuels. Over 80 percent of the CO emitted in urban areas is contributed by motor vehicles. Carbon monoxide is harmful when breathed because it displaces oxygen in the blood and deprives the heart, brain, and other vital organs of oxygen.

12 2022 Air Quality Management Plan, South Coast AQMD, December 2, 2022, Page 1-7.
13 http://www.aqmd.gov/home/air-quality

Nitrogen Dioxide NOx). Nitrogen dioxide (NO_2) is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO_2, creating a mixture of NO and NO_2 commonly called NOx. NOx can irritate the eyes, nose, throat, and lungs, possibly leading to coughing, shortness of breath, tiredness, and nausea.

Particulate Matter ($PM_{2.5}$ and PM_{10}). One type of particulate matter is the soot seen in vehicle exhaust. Fine particles – less than one-tenth the diameter of a human hair – pose a serious threat to human health, because they can penetrate deep into the lungs. PM can be a primary pollutant or a secondary pollutant from hydrocarbons, nitrogen oxides, and sulfur dioxides. Diesel exhaust is a major contributor to PM pollution.

Sulfur Dioxide (SO_2). A strong-smelling, colorless gas that is formed by the combustion of fossil fuels. Power plants, which may use coal or oil high in sulfur content, can be major sources of SO_2. Sulfur dioxide irritates the skin and mucous membranes of the eyes, nose, throat, and lungs.

Ozone. Ozone is formed when several gaseous pollutants react in the presence of sunlight. Most of these gases are emitted from vehicle tailpipe emissions. Ozone can reduce lung function and worsen bronchitis, emphysema, and asthma.

Volatile Organic Compounds (VOCs). VOCs contribute to the formation of smog and/or may themselves be toxic. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Health effects may include eye, nose, and throat irritation, headaches, loss of coordination, and nausea.

Non-attainment Designations and Classification Status

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have designated portions of the district as "non-attainment" for a variety of pollutants. An "attainment" designation for an area signifies that criteria pollutant concentrations did not exceed the established standard. In contrast to attainment, a "nonattainment" designation indicates that a criteria pollutant concentration has exceeded the established standard. Table 5-1 shows the attainment status of criteria pollutants in the SCAB. As shown in Table 5-1, the SCAB is classified as Nonattainment for Ozone – 1-hour standard, Ozone – 8-hour standard, Respirable Particulate Matter (PM_{10}), and Fine Particulate Matter ($PM_{2.5}$).

Table 5-1: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1-hour standard	Nonattainment	Nonattainment
Ozone – 8-hour standard	Nonattainment	Nonattainment
Respirable Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2) (1-hour)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Partial Nonattainment

Source: SCAQMD 2018

a. Conflict with air quality plan

Less than Significant Impact. The Project site is located in the South Coast Air Basin (Basin), which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The 2022 AQMP details goals, policies, and programs for improving air quality in the Basin.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), consistency with the AQMP is based on the following criteria.

- A project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project may also be non-conforming if it increases the gross number of dwelling units, increases the number of trips, and/or increases the overall vehicle miles traveled in an affected area (relative to the applicable land use plan).

- A project is conforming if it complies with all applicable SCAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan).

As shown in Table 5-3 and Table 5-4 in Section 5.b below, the Project would not exceed SCAQMD significance thresholds for any criteria pollutant during 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 currently designated as Estate Residential (ER) by the General Plan Land Use Map. The ER designation is intended for the development of single-family detached housing at a density of up to 3 units per gross acre. Development at this density requires full urban levels of service and public improvements. The ER 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 standards

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 5-2. If construction or operation of the proposed Project exceeds these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table 5-2: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
Nitrogen Oxides (NOx)	100	55
Volatile Organic Compounds (VOCs)	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
Sulfur Oxides (SOx)	150	150
Carbon Monoxide (CO)	550	550

Source: Air Quality and GHG Technical Memorandum 2023 (Appendix C)

Both construction and operational emissions for the Project were estimated based on a worst-case scenario of 35 dwelling units by using the California Emissions Estimator Model (CalEEMod), which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model is authorized for use by the South Coast Air Quality Management District.

Construction

Construction of the Project is assumed to last approximately 300 days (10 months). Construction phases are assumed to consist of site preparation, grading, building construction, paving, and architectural coating. Construction phases are not expected to overlap. Construction activities produce combustion emissions from various sources (utility engines, tenant improvements, and motor vehicles transporting the construction crew). Exhaust emissions from construction activities envisioned on-site would vary daily as construction activity levels change. The Project will be required to comply with several standard fugitive dust control measures, per SCAQMD Rule 403. Daily construction emissions based on the above-described parameters are shown in Table 5-3 below.

Table 5-3: Maximum Daily Construction Emissions

Time Period	Emissions (pounds per day)					
	NOx	ROG	CO	SOx	PM_{10}	$PM_{2.5}$
Construction 2024 (Winter)	36.1	3.73	34.0	0.05	21.5	11.6
Construction 2025 (Winter)	10.6	21.5	13.8	0.02	0.63	0.45
Construction 2024 (Summer)	11.4	1.27	14.2	0.02	21.5	11.6
Maximum Daily Emissions	**21.5**	**36.1**	**34.0**	**0.02**	**21.5**	**11.6**
SCAQMD Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD and CalEEMod 2022.1.1.20

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ 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 and is included as PPP AQ-1.

Operation

The Project would be operated as a residential subdivision. 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 5-4 and Table 5-5 show the SCAQMD thresholds for operational emissions compared to the Project's maximum daily emissions.

Table 5-4: Summary of Operational Summer Emissions

Maximum Daily Emissions	Emissions (pounds per day)					
	NOx	ROG/VOC	CO	SOx	PM_{10}	$PM_{2.5}$
Area Source	0.75	10.9	19.8	0.05	2.50	2.45
Regional Source	0.31	0.04	0.13	<0.005	0.03	0.03
Mobile Source	1.19	1.39	10.7	0.03	2.16	0.56
Total Maximum Daily Emissions	**2.25**	**12.3**	**30.6**	**0.08**	**4.69**	**3.04**
SCAQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD and CalEEMod 2022.1.1.20

Table 5-5: Summary of Operational Winter Emissions

Maximum Daily Emissions	Emissions (pounds per day)					
	NOx	ROG/VOC	CO	SOx	PM_{10}	$PM_{2.5}$
Area Source	0.73	10.7	17.8	0.05	2.50	2.45
Regional Source	0.31	0.02	0.13	<0.005	0.03	0.03
Mobile Source	1.27	1.29	9.11	0.02	2.16	0.56
Total Maximum Daily Emissions	**2.31**	**12.0**	**27.0**	**0.07**	**4.69**	**3.04**
SCAQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD and CalEEMod 2022.1.1.20.

As shown in Table 5-4 and Table 5-5 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 5-2.

As mentioned previously, construction activities associated with the proposed Project would generate pollutant emissions from the construction activities including construction equipment and construction worker vehicle trips to and from the Project site during the estimated 10 months of construction. However, as illustrated in Table 5-3 above, construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds for criteria air pollutants.

Project buildout and operation would also result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, operational vehicular emissions would generate a majority of the emissions generated from the Project. Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented above in Table 5-4 and Table 5-5. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants that would be below SCAQMD's applicable thresholds. As such, the Project's construction and operational emissions would not result in a cumulatively considerable net increase of any criteria pollutant impacts and would be less than significant.

d. Expose sensitive receptors to pollutants

Less than Significant Impact. The Project is a residential subdivision and does not produce toxic air emissions such as those generated by industrial manufacturing uses or uses that generate heavy-duty diesel truck emissions. According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. The nearest sensitive receptors are the residential neighborhood located adjacent to the Project site to the north.

The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated.

- Any industrial project within 1,000 feet,
- A distribution center (40 or more trucks per day) within 1,000 feet,
- A major transportation project (50,000 or more vehicles per day) within 1,000 feet,
- A dry cleaner using perchloroethylene within 500 feet, and
- A gasoline-dispensing facility within 300 feet.

The Project is proposed to construct 35 single-family units. The Project does not meet the criteria listed above; therefore, any potential impact will be less than significant, and no mitigation is required.

In addition, the SCAQMD requires an assessment of potential impacts to sensitive receptors. Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14 years of age, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as the following land uses (sensitive sites) where sensitive receptors are typically located.

- Schools, playgrounds, and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences

Sensitive receptor locations are generally identified as facilities where it is possible that an individual could remain for 24 hours. Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as 8 hours. The closest sensitive receptors to the Project site include residential to the north, northeast, and south, as indicated in Table 5-6.

Table 5-6: Sensitive Receptor Locations

Receptor	Distance from Project Site Boundary (feet)	Distance from Project Construction Center (feet)
Prime Years Academy	290	530
Residential (adjacent to the northwest corner)	25	325
Residential to the East	25	380
Residential to the South	40	325

Source: Table 3.5-1, Air Quality and GHG Technical Memorandum, 2023 (Appendix C)

The SCAQMD has established Localized Significance Thresholds (LST) that are used to determine whether a project may generate significant adverse localized air quality impacts for construction and on-site operations. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as residential, hospital, convalescent facility where it is possible that an individual could remain for 24 hours. 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) The nearest sensitive receptors are residential homes located approximately 25 feet from the Project site boundary, 325 feet from the center of the site to the north and east of the project site. The Project site is located in Source Receptor Area (SRA) #22 – Norco/Corona. The Project site is approximately 9 acres; the LST for 5 acres with the closest receptor at 25 meters (82 feet) was used for determining the maximum daily LSTs. Applicable LST thresholds for the Project site are shown in Table 5-7.

Construction

Using the CalEEMod Mitigated Construction Emissions, which incorporates Rule 403 dust control measures, Table 5-7 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 two times per day, 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 5-7: Summary of LST Construction Emissions

Grading Emissions	Emissions (lbs/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	36.1	34.0	9.49	5.47
SCAQMD Localized Threshold	270	1700	12	8
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Table 3.6-2, Air Quality and GHG Technical Memorandum, 2023 (Appendix C)

Operation

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes substantive stationary sources of emissions, or uses that attract mobile sources that may spend long periods queuing and idling at the site (e.g., industrial uses, transfer facilities, and warehouses). The Project does not propose or require uses that would constitute substantive stationary sources of emissions; or uses that attract mobile emissions sources that may spend long periods queuing and idling at the site. Accordingly, no operational source emissions LST analysis is required.

CO Hotspots

As discussed below, the Project would not result in potentially adverse carbon monoxide (CO) concentrations or "hotspots." Further, detailed modeling of Project-specific carbon monoxide (CO) "hot spots" is not needed to reach this conclusion. The Salton Sea Air Basin (SSAB) is designated attainment under the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for CO. An adverse CO hotspot would occur if an exceedance of the state 1hour standard of 20 ppm or the 8-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. Due to changing regulations, vehicle emissions standards have become increasingly stringent in the last 20 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 Basin have steadily declined. The SCAQMD, as part of its 2003 AQMP, conducted modeling for CO Hotspot Analysis at multiple congested intersections in its South Coast Air Basin, including the intersection of Wilshire Boulevard and Veteran Avenue, which is considered one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles. The CO concentrations modeled by the SCAQMD's analysis identified all traffic-induced CO levels below federal and state thresholds. As the CO hotspots were not modeled at an intersection that accommodates over 100,000 vehicles per day, it can be reasonably deduced that CO hotspots would not be experienced at any intersections in the vicinity of the proposed Project. Given the extremely low level of CO concentrations in the Project area and no Project-related traffic impacts at any intersections, project-related vehicle emissions are not expected to result in the CO concentrations exceeding the state or federal CO standards.

Cumulative Impacts

The Project area is designated as a non-attainment area for ozone and a non-attainment area for $PM_{2.5}$ and PM_{10}. The Project would comply with the mandatory requirements of SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. The Project also is required to comply with California Code of Regulations Title 13, Division 3, and specifically its Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and its Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling." Per SCAQMD rules and mandates, and California Code of Regulation requirements, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements are imposed on all projects in the South Coast Air Basin.

In determining whether the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors), the non-attainment pollutants of concern for this impact are ozone and PM_{10}. In developing the thresholds of significance for air pollutants disclosed above, the SCAQMD considered the emissions levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As shown in the tables above in this section, the Project does not exceed the identified significance thresholds; as such, emissions would not be cumulatively considerable.

e. Create objectionable odors

Less than Significant Impact. Potential odor sources associated with the 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.

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 City's solid waste regulations. Therefore, odors associated with the proposed Project construction and operations would be less than significant, and no mitigation is required.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 403. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: Rule 1113. The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

None.

Sources

Air Quality and GHG Technical Memorandum, EPC 23-28 Garretson Residential Project. KPC EHS Consultants, LLC. October 13, 2023 (Appendix C)

South Coast Air Quality Management District Final Localized Significance Threshold Methodology (SCAQMD 2008). Accessed: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

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 or 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:

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. The Project would construct the following circulation system improvements.

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. The Project is proposing widening a portion of Garretson Avenue to match existing improvements on the north side including pavement, curb, and sidewalk. This would serve to facilitate bicycle and bus travel.

Bicycle and Pedestrian Facilities

There are no bicycle or pedestrian projects proposed adjacent to the Project site. Thus, the Project would not interfere with proposed bicycle and pedestrian facilities planned elsewhere in the city. However, the Project would construct streets that meet City standards that provide sidewalks that accommodate pedestrians and pavement that would accommodate bicycle travel.

Public Transit Facilities

Public transportation services within the City and near the proposed Project are provided by the Riverside Transit Authority (RTA) and the Corona Cruiser Red and Blue Lines. The closest public transit facility stop is 0.3 miles north on Magnolia Avenue & Santana Way for the Corona Cruiser Blue Line. The Project is not proposing any improvements that would conflict with the Blue Line 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.

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 Level of Service (LOS) for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks and a diversity of land uses. In response, §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. In August 2023 a traffic study scoping memorandum was prepared for the Project by TJW Engineering, Inc., which determined the Project could generate up to 330 average daily trips (ADT) with 25 AM peak hour trips and 33 PM peak hour trip. This assessment determined a detailed VMT study was not needed (TJW 2023).

The City of Corona City Council adopted VMT thresholds for CEQA compliance purposes. The City provides criteria for projects that could screen out from further analysis and would be considered to have less than significant impacts. The Project would screen out from further VMT analysis if:

- The Project serves the local community;
- The Project is located within a Transit Priority Area (TPA); or
- The Project is located in a low VMT generating Traffic Analysis Zone (TAZ).

Based on the details of the proposed Project, a Vehicle Miles Traveled (VMT) analysis was not needed. The project is within a low-generating VMT area per the Western Riverside Council of Governments (WRCOG) online screening tool, and the Project area exhibits lower VMT than the county threshold. Therefore, potential VMT impacts are less than significant, and no mitigation is required.

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

Less Than Significant Impact. The project is within a low-generating VMT area per the Western Riverside Council of Governments (WRCOG) online screening tool, and the Project area exhibits lower VMT than the county threshold. Therefore, potential VMT impacts in this regard are less than significant, and no mitigation is required.

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. The Project is within a low-generating VMT area per the Western Riverside Council of Governments (WRCOG) online screening tool, and the Project area exhibits lower VMT than the county threshold. In addition, the Project is consistent with the General Plan land use designation with the affordable housing density bonus and the zoning classification for the site. Therefore, potential VMT impacts in this regard are less than significant, and no mitigation is required.

e. Change in air traffic patterns

No Impact. The closest airport is Corona Municipal Airport, which is approximately 3.7 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.

f. Traffic hazards from design features

Less than Significant Impact. The Project is located in an area planned for residential development with existing residential uses. As such, the Project would not be incompatible with existing development in the surrounding area to the extent that it would create a transportation hazard because of an incompatible use. The impacts are less than significant, and no mitigation is required.

g. Emergency access

No Impact. The Project would be accessible from Garretson Avenue from two driveway points. Emergency access would be available from the adjacent streets connecting to the citywide circulation system. During the preliminary review of the Project, the Project's transportation design was reviewed by the City's Engineering Department, Fire Department, and Sheriff's Department to ensure that adequate access to and from the site would be provided for emergency vehicles.

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, Garretson Avenue would remain open to ensure adequate emergency access to the Project area and vicinity. 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 Garretson Avenue. 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 provide 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 §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. 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, specific plan, and community facilities 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.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

Riverside County Airport Land Use Commission. "Riverside County Airport Land Use Compatibility Plan Corona Municipal Airport." October 2004. Accessed: https://rcaluc.org/current-compatibility-plans

TJW Engineering, Inc. 2501 Garretson Avenue Trip Generation Analysis and VMT Screening, December 19, 2023 (Appendix D)

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. Conflict with local biological resources or ordinances	☐	☐	☒	☐
f. Conflict with any habitat conservation plan	☐	☒	☐	☐

Discussion:

a. Endangered or threatened species/habitat

Potentially Significant Unless Mitigation Incorporated. As part of the environmental process, California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) data sources were reviewed. Following the data review, surveys were performed on the site during April, May, and June 2022 during which the biological resources on the site and in the surrounding areas were documented by biologists from L&L Environmental, Inc. As part of the

surveys, the property and adjoining areas were 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.

The site supports an entirely disturbed, abandoned citrus grove that covers the property. Species present on the site included non-native grasses (*Bromus*, *Hordeum*, and *Avena* species) along with native large flower rancher's fiddleneck (*Amsinckia intermedia*).

Birds observed included red-tailed hawk, Turkey vulture, Killdeer, Band-tailed pigeon, Mourning dove, American crow, American kestrel, Lesser goldfinch, House finch, Barn swallow, Cliff swallow, Northern mockingbird, California towhee, house sparrow, Acorn woodpecker, Phainopepla, European starling, Anna's hummingbird Allen's hummingbird, Bewick's wren, and Cassin's kingbird. Reptiles on-site included the Western fence lizard and Side-blotched lizard. Mammals observed on-site were Botta's pocket gopher, Audubon's cottontail, and California ground squirrels. No distinct wildlife corridors were identified on the site or in the immediate area. The Allen's Hummingbird is considered a special status species through the U.S. Fish and Wildlife Service Bird of Conservation Concern. It does not have any CDFW conservation status and is not a covered species under the Multi-Species Habitat Conservation Plan (MSHCP).

Although wildlife species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service were not detected onsite, the site is located within the range of the Burrowing Owl and vernal pool habitats and associated species. The biological survey of the site found no drainages, water ponding features, riparian, or vernal pool habitat onsite, but it is possible nesting birds may utilize the site at various times. Therefore, **Mitigation Measures BIO-1 through BIO-3** have been included to ensure any impacts to burrowing owl and nesting birds are reduced to less than significant levels.

b. Riparian habitat or other sensitive natural community

No Impact. Riparian habitats occur along the banks of rivers, streams, or wetland areas. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies or are known to provide habitat for sensitive animal or plant species. As described in the Burrowing Owl Protocol Survey (Appendix E), the Project site does not contain any streams, drainages, or riparian habitats. Thus, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from Project implementation.

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. The GBRA determined that the Project site did not contain natural wetlands (RCAA 2022). 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 link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors effectively act as links between different populations of a species. The Project site does not represent a wildlife travel route, crossing, or regional movement corridor between large open space habitats. No distinct wildlife corridors were identified on the site or in the immediate area. 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. The Burrowing Owl Protocol Survey found 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.

Future development of the site will have minimal impact on the general biological resources present on the site, and most, if not all, of the vegetation will likely be removed during future construction activities. Wildlife will also be impacted by development activities, and those species with limited mobility (i.e., small mammals and reptiles) will experience increases in mortality during the construction phase. However, more mobile species (i.e., birds, large mammals) will be displaced into adjacent areas and will likely experience minimal impacts. Therefore, loss of about 9.3 acres of weedy vegetation is not expected to have a significant cumulative impact on the overall biological resources in the region given the presence of similar habitat throughout the surrounding urbanized region. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species) were observed on the site during the field investigations.

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

e. Conflict with local biological resource policies or ordinances

Less than Significant Impact. Implementation of the Project is subject to all applicable federal, state, and local policies and regulations related to the protection of biological resources and tree preservation. Additionally, the Project is required to comply with the tree preservation standards as listed in §12.22.070 of the Municipal Code and with the Urban Forest Management Plan, which ensures implementation of best management practices as reflected by the professional tree care industry standards for the planting, maintenance, removal, protection, pruning, and preservation of trees on City owned or controlled property, including Shared Responsibility Trees. Further, Shared Responsibility Trees include those that meet all the following criteria: 1) planted on public or private property; 2) planted within a Parkway; and 3) planted at the City's express written direction and approval. While some trees along Garretson Avenue would remain in place as illustrated in Figure 9, Landscape Plan, the Project would be required to comply with the Urban Forest Management Plan for all removed trees as included as PPP BIO-1, which would be verified through the City's plan check and permitting process. Therefore, impacts related to local policies or ordinances protecting biological resources would be less than significant.

f. Conflict with any habitat conservation plan

Potentially Significant Unless Mitigation Incorporated. Regional multiple species conservation plans offer long-term assurances for conservation of covered species at a landscape scale, in exchange for biologically appropriate levels of incidental take and/or habitat loss as defined in the approved plan. California's NCCP Act (FGC §2800 et seq.) governs such plans at the state level, and was designed to conserve species, natural communities, ecosystems, and ecological processes across a jurisdiction or a collection of jurisdictions. Complementary federal HCPs are governed by the Endangered Species Act (7 U.S.C. §136, 16 U.S.C. §1531 et seq.) (ESA). Regional conservation plans provide conservation for unlisted as well as listed species.

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 7(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. While no burrowing owls currently occupy the site, in the event of subsequent occupation, **Mitigation Measures BIO-1 and BIO-2** would sufficiently offset impacts to the species, and **Mitigation Measure BIO-3** will offset any impacts to nesting birds that are addressed in the MSHCP as well. No sensitive plant or animal species were identified on-site during the field survey. No on-site riparian or riverine areas were detected on the Project site. In summary, implementation of the proposed Project would not conflict with the MSHCP or any MSHCP-protected resources. Therefore, impacts would be less than significant with the recommended mitigation measures.

Existing Plans, Programs, or Policies

PPP BIO-1: Urban Forest Management Plan. Prior to construction, the applicant shall verify with the City that the Project is compliant with guidelines and procedures for the care and protection of Shared Responsibility Trees as described under the Urban Forest Management Plan.

Mitigation Measures

MM BIO-1: Burrowing Owl Pre-Construction Survey. Prior to the issuance of a grading permit, pre-construction surveys for Burrowing Owls on the project site and in the surrounding area in accordance with the Staff Report on Burrowing Owl Mitigation, State of California Natural Resource Agency, Department of Fish and Game, May 7, 2012, shall be conducted no more than 14 days prior to the beginning of Project activities, and a secondary survey must be conducted by a qualified biologist within 24 hours prior to the beginning of Project construction to determine if the project site contains suitable burrowing owl or sign thereof and to avoid any potential impacts to the species. The surveys shall

include 100 percent coverage of the Project site. If both surveys reveal no burrowing owls are present or sign thereof, no additional actions related to this measure are required and a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to CDFW prior to construction. If occupied active burrows or sign thereof are found within the development footprint during the pre-construction clearance survey, Mitigation Measure BIO-3 shall apply.

MM BIO-2: Burrowing Owl Avoidance/Relocation. If active burrows or signs thereof are found within the development footprint during the pre-construction clearance surveys, site-specific non-disturbance buffer zones shall be established by the qualified biologist and shall be no less than 300 feet. If determined appropriate, a smaller buffer may be established by the qualified biologist following monitoring and assessments of the Project's effects on the burrowing owls. If it is not possible to avoid active burrows, passive relocation shall be implemented if a qualified biologist has determined there are no nesting owls and/or juvenile owls are no longer dependent on the burrows. A qualified biologist, in coordination with the applicant and the City, shall prepare and submit a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) of the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for CDFW review/approval prior to the commencement of disturbance activities on-site and proposed mitigation for permanent loss of occupied burrow(s) and habitat consistent with the 2012 Staff Report on Burrowing Owl Mitigation. When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, construction activities may begin. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to CDFW.

MM BIO-3: Nesting Bird Pre-Construction Survey. Regardless of the time of year, prior to the issuance of a grading permit, a pre-construction sweep shall be performed to verify absence of nesting birds. A qualified biologist shall conduct the pre-activity sweep within the Project areas (including access routes) and a 500-foot buffer surrounding the Project areas, within 2 hours prior to initiating Project activities. Additionally, a nesting bird survey shall be conducted by a qualified biologist no more than 3 days prior to the initiation of Project activities, including, but not limited to clearing, grubbing, and/or rough grading to prevent impacts to birds and their nests.

The survey shall be conducted by a qualified biologist. Surveys shall include any potential habitat (including trees, shrubs, the ground, or nearby structures) that may be impacted by activities resulting in nest destruction or abandonment. If nesting bird activity is present, a no-disturbance buffer zone shall be established by the qualified biologist around each nest to prevent nest destruction or abandonment. If nesting bird activity is present, a no-disturbance buffer zone shall be established by the qualified biologist around each nest to prevent nest destruction and disruption of breeding or rearing behavior. The buffer shall be a minimum of 500 feet for raptors and 300 feet for songbirds, unless a smaller buffer is specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests, as confirmed by a qualified biologist. A qualified biologist shall inspect the active nest to determine whether construction activities are disturbing the nesting birds or nestlings. If the qualified biologist determines that construction activities pose a disturbance to nesting, construction work shall be stopped in the area of the nest and the "no disturbance buffer" shall be expanded. If there is no nesting activity, then no further action is needed for this measure.

With the implementation of Mitigation Measures BIO-1 through BIO-3, impacts would be less than significant relating to candidate, sensitive, or special status plant and wildlife species.

Sources

City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

U.S. Fish and Wildlife Service Migratory Bird Treaty Act. Available at: https://www.fws.gov/law/migratory-bird-treaty-act-1918

Burrowing Owl Protocol Breeding Season Survey Orange Heights Tract, Garretson Avenue, City of Corona, Riverside County, California: L & L Environmental, Inc., July 2022 (Appendix E)

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. The naturally occurring mineral resources within the Planning Area include sand, gravel, or stone deposits that are suitable as sources of concrete aggregate. The Project site has been designated with a Mineral Land Classification of MRZ-3, which is an area containing known mineral occurrences of undetermined mineral resource significance. This classification was based on a report by the California Department of Conservation, Division of Mines and Geology, entitled Mineral Land Classification of the Greater Los Angeles Area Part III Classification of Sand and Gravel Resource Areas, Orange County-Temescal Valley Production-Consumption Region. A review of the California Department of Conservation interactive web mapping indicates there are no active mines on the Project site.[14] In addition, a review of the California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located in the vicinity of the Project site.[15]

The Project site is not being used for mineral resource recovery. The Project site is zoned Single-Family Residential (R-1-20 and R-1-14.4). If the Project site were intended for mineral recovery, it would be designated as such, and not residential. As such, the Project is not delineated on the General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site.

Therefore, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. As such, the Project would result in no impact.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Department of Conservation (CDOC), 2023. CGS Information Warehouse: Mineral Land Classification. Accessed: https://maps.conservation.ca.gov/mineralresources

City of Corona General Plan 2020-2040, June 2020. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update

14 https://maps.conservation.ca.gov/mineralresources/, accessed on November 10, 2023.

15 California, State of. Department of Conservation. California Oil, Gas, and Geothermal Resources Well Finder. https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.41448/34.56284/14, accessed on November 10, 2023.

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:

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

Heavy equipment used during the construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for unintentional releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable consequence of the proposed Project than would occur on any other similar construction site.

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 (and included as PPP WQ-1). 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.

Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board. As such, impacts due to construction activities would not cause a significant hazard to the public or the environment through the release of hazardous materials into the environment.

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 (Cal OSHA), 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 site would be developed with residential land uses, which are not typically associated with the transport, use, or disposal of hazardous materials. Although residential land uses may utilize household products that contain toxic substances, such as cleansers, paints, adhesives, and solvents, these products are usually in low concentration and small in amount and would not pose a significant risk to humans or the environment during transport to/from or use at the Project site.

b. Risk of accidental release of hazardous materials

Less than Significant Impact.

Construction

A Phase I Environmental Site Assessment (ESA) was conducted for the Project site by Stantec in 2022 (Stantec 2022). The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled RECs, or historic RECs. However, it did indicate the site had been used in the past for citrus production from around 1931 to recent times when the orchard was abandoned. Citrus production typically involves the use of agricultural chemicals (e.g., pesticides, herbicides), so shallow soil testing was conducted to determine if the site had any significant level of contamination from past agricultural use. Residual concentrations of organochlorine pesticides (OCPs) and the metals that typically accompany herbicide application (i.e., arsenic and lead) are often present in shallow soil at sites historically used for agricultural purposes.

To evaluate the potential presence of OCPs or lead and arsenic, the ESA collected shallow soil samples throughout the site. A total of 20 soil borings were made to a depth of 3 feet below ground surface (bgs) across the property. These shallow soil samples were analyzed for OCPs by United States Environmental Protection Agency (USEPA) test method 8081A and arsenic and lead by USEPA test method 6010B. All of the 20 samples collected and analyzed for OCPs reported very low (residual) levels of DDT, DDD, and Dieldrin, which are all pesticides used in the past for citrus protection (DDT were banned in California in 1972).

However, all detected concentrations of OCPs were well below the USEPA Regional Screening Level (RSL) and Department of Toxic Substances Control (DTSC) Human and Ecological Risk Office (HERO) residential screening levels. No other OCPs were detected in the samples collected at the Project site. In addition, all concentrations were below the California hazardous waste levels for disposal purposes as well. Therefore, the ESA concluded that OCPs were not considered an environmental concern to the property and recommended no further investigation regarding these materials on the site.

Lead was detected at residual levels in all 20 shallow soil samples. As with the OCPs, all reported concentrations of lead were below the DTSC HERO residential screening level of 80 mg/kg. Arsenic was detected in 10 of the 20 soil samples with concentrations ranging from 5.0 mg/kg to 8.1 mg/kg. While these concentrations exceed the USEPA RSL for residential use of 0.68 mg/kg, they are within the southern California regional background levels of 0.6 to 11.0 mg/kg used as regulatory cleanup levels for arsenic. Therefore, the ESA concluded that arsenic and lead were not considered an environmental or public health concern to the site, and no further assessment of these compounds was recommended.

Based on these findings, the ESA concluded that agricultural chemicals on the Project site were unlikely to exceed the average indoor screening levels that would create a significant hazard to residents. Therefore, impacts would be less than significant, and no mitigation is required.

Operation

As described previously, operation of the proposed 35 residential units and recreation areas include use 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 schools to the Project site are Crossroads Christian School which is located approximately 1,200 feet northeast of the site, and Lee Pollard High School, which is located approximately 1,270 feet northwest of the site. There is also the Prime Years Academy School at the Islamic Society of Corona-Norco, which is located approximately 285 feet north of the site. As discussed in the responses to Sections 9.a and 9.b above, all hazardous or potentially hazardous materials would comply with all applicable federal, state, and local agencies and regulations with respect to hazardous materials. Therefore, regardless of the proximity of a preschool adjacent to the site, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste that would impact the school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed in Section 5.b 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. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code §65962.5. Below are the data resources that provide information regarding the facilities or sites identified as meeting the Cortese List requirements.

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control (DTSC) EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database;
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit;
- List of "active" CDO and CAO from Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Based on a review of the Cortese List maintained by the California Environmental Protection Agency the Project site is not identified on the list of hazardous materials sites compiled pursuant to Government Code §65962.5.[16]

e. Conflict with an airport land use plan

No Impact. The closest airport is the Corona Municipal Airport, which is approximately 3.7 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 access points, Garretson Avenue 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.

16 California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/sitecleanup/corteselist/, accessed June 10, 2022.

Access to the Project site is proposed from Garretson Avenue. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles from these roadways.

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 Garretson Avenue, which is a 4-lane arterial roadway that is adjacent to the Project site. The interior roadway would be designed to accommodate fire department access in coordination with the City fire authorities and would be a minimum of 28 feet wide. The Project is also required to design and construct internal access and 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 §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. In addition, the Project site is located within an area that is mostly developed. Additionally, the Project site is located within an urbanized area, 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. Also refer to analysis under Section 19, Wildfire.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Department of Forestry and Fire Protection. 2023. California Fire Hazard Severity Zones (FHSZ). Available: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones

City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

Stantec. Phase I Environmental Site Assessment and Shallow Soil Sampling Report. April 7, 2022 (Appendix F)

Riverside County Airport Land Use Commission. "Riverside County Airport Land Use Compatibility Plan Corona Municipal Airport." October 2004. Accessed: https://rcaluc.org/current-compatibility-plans

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 following information is taken from the *Garretson Residential Project – Noise Assessment* prepared by KPC EHS Consultants on October 30, 2023 (KPC 2023). The primary sources for existing ambient noise in the Project area are from traffic generated primarily from Santana Way, north of the project site, Garretson Avenue adjacent to the western boundary, and Magnolia Avenue (approximately 700 feet northwest), as well as residential noises from surrounding properties. To assess the existing noise level environment, short-term noise measurements were obtained from four locations in the Project study area. Figure 10-1 provides the locations of the noise level measurements while Table 10-1 shows the ambient noise level measurements.

Table 10-1: Ambient Noise Level Measurements

Location	Distance to Project Center	Description	Average Noise Level dBA (Leq)	Maximum Noise Level (Lmax)
1	450 feet	Northwest corner of site	57.8	70.3
2	810 feet	Santana Regional Park (entrance along Santana Way)	63.8	74.5
3	900 feet	Garretson Avenue and Jilian Ashley Way	57.8	70.0
4	1,900 feet	South Hills Community Church and Academy	55.1	62.1

Source: Table 3-1, Ambient Noise Level Measurements, KPC EHS Consultants, 2023 (Appendix G)

Noise Sensitive Land Uses

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Sensitive receptor locations are generally identified as facilities where it is possible that an individual could remain for 24 hours. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees typically are present for shorter periods of time, such as eight hours. Residences, schools, hospitals, guest lodging, libraries, churches, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks are considered noise sensitive. The closest sensitive receptors to the Project site include residential to the north, east, west and south, as indicated in Table 10-2. The properties adjacent to the north are residential and the Prime Years Academy School; to the east and south are existing residential, to the west is Garretson Avenue followed by residential. The nearest schools are the Prime Years Academy adjacent to the north site boundary, South Hills Academy located 0.25 mile west, and the John Stallings Elementary School located approximately 0.68 mile to the northeast.

Table 10-2: Sensitive Receptor Locations

Receptor/Direction	Distance from Project Site Boundary (feet)	Distance from Project Construction Center (feet)
Prime Years Academy (north)	290	530
Islamic Society of Corona and Learning Center (north)	345	585
Residence (adjacent to the northwest corner)	25	325
Residential (west across Garretson Ave.)	120	545
Residential (adjacent to the east)	25	380
Residential (adjacent to the south)	40	325
South Hills Academy (1/4 mile west)	1,300	1,725

Source: Table 3-2, Noise Assessment, 2023 (Appendix G)

Figure 10-1: Noise Monitoring Map

Noise Element of the General Plan

The following applicable goals and policies to the proposed Project are from the Noise Element of the City's General Plan.

Goal 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-1.1: Reduce noise impacts from transportation noise sources through the design and daily operation of arterial road improvements, enforcement of state motor vehicle noise standards, and other measures consistent with funding capabilities.

Require site design features and structural building enhancements in the development of residential and other "noise sensitive" land uses that are to be located adjacent to major roads or railroads.

Goal N-2: Prevent and mitigate the adverse impacts of excessive ambient noise exposure, including vibration on residents, employees, visitors, and "noise sensitive" land uses.

N-2.1: Consider noise and vibration levels in land use planning decisions to prevent future noise and vibration and land use incompatibilities. Considerations may include, but not necessarily be limited to, standards that specify acceptable noise limits for various land uses, noise reduction features, acoustical design in new construction, and enforcement of the California Standards Building Code provisions for indoor and outdoor noise levels.

N-2.2: Require that in areas where existing or future ambient noise levels exceed an exterior noise level of 65 dBA CNEL, all development of new housing, health care facilities, schools, libraries, religious facilities, and other "noise sensitive" uses shall include site design, building enhancements, buffering, and/or mitigation to reduce noise exposure to within acceptable limits.

N-2.6: Require development that generates increased traffic and substantial increases in ambient noise levels adjacent to noise sensitive land uses to provide appropriate mitigation measures in accordance with the acceptable limits of the City Noise Ordinance.

N-2.7: Require construction activities that occur in close proximity to existing "noise sensitive" uses, including schools, libraries, health care facilities, and residential uses, to limit the hours and days of operation in accordance with the City Noise Ordinance.

Goal 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-3.3: Require the design of residential and nonresidential parking structures used on-site and adjacent to noise sensitive land uses incorporate noise reducing features to minimize vehicular noise from encroaching outside the structure.

The following table provides the Land Use Compatibility Guidelines from the Noise Element of the City's General Plan. Residential uses are considered clearly compatible in Zone A (<55 CNEL through 60 CNEL) and normally compatible in Zone B (60 CNEL through 70 CNEL).

Table 10-3: 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.

Source: Corona General Plan 2020-2024, Table N-1, page N-13

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 10-4.

Table 10-4: 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*	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	–	–
Industrial, Manufacturing, or Agricultural	75 dBA	70 dBA	–	–

Source: Noise Assessment (Appendix G)
*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.

Federal Transit Administration

The City does not have daytime construction noise level limits for activities that occur within the specified hours in Section 11.80.030(D)(7) to determine potential noise impacts; therefore, construction noise was assessed using criteria from the Transit Noise and Vibration Impact Assessment Manual (FTA Manual). Table 10-5 presents the FTA's detailed assessment daytime construction noise criteria.

Table 10-5: Federal Transit Administration Daytime Construction Noise Criteria

Land Use	Daytime 1-hour Leq (dBA)
Residential	80
Commercial	85
Industrial	90

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

FTA Vibration Standards

Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table 10-6 provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table 10-6: Vibration Annoyance Criteria

Land Use	Max L_V (VdB)*	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)
*Vibration decibels as measured in 1/3-octave bands of frequency over the frequency range 8 to 80 Hz.

Table 10-7 lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. FTA guidelines show that a vibration level of up to 0.5 in/sec in peak particle velocity (PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Table 10-7: Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018)

a. Exceed noise level standards

Potentially Significant Unless Mitigation Incorporated.

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. The nearest sensitive receptors to the Project site are the Prime Years Academy to the north, a residence located adjacent to the northwest, residential to the east and south of the Project site. The northwest corner residence is approximately 325 feet north of the property center and approximately 25 feet from the project site boundary - this represents the closest receptors to the site. To estimate the potential impact of construction noise at the nearest sensitive receptors, equipment that is expected to be used during construction was input into the Federal Highway Administration Roadway Construction Noise Model (RCNM) version 1.1 to generate anticipated noise levels. The RCNM generates the maximum noise levels (Lmax) and the equivalent continuous sound level (Leq). The Leq is a calculation of the anticipated steady sound pressure level which, over a given period (day, evening, night) has the same total energy as the actual fluctuating noise. The RCNM also uses an acoustical use factor in the noise calculations. The acoustical use factor is the percentage of time each piece of construction equipment is assumed to be operating at the full power level and is used to estimate the Leq values from the Lmax values. For example, typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during the site preparation and grading phases.

The Noise Assessment concluded the highest anticipated construction noise levels would be from the use of pneumatic tools with a noise level of 91.2 dBA Lmax and 88.2 dBA Leq at 25 feet from the source to the receptor and 68.9 Lmax and 65.9 Leq at 325 feet from the source to the receptor.

The City of Corona has set restrictions to control noise impacts from construction activities. The Corona Municipal Code 17.84.040 Noise (D) Special provisions (2) Construction noise prohibits construction noise between the hours of 8:00 p.m. and 7:00 a.m. Monday through Saturday and between 6:00 p.m. and 10:00 a.m. on Sundays and Federal holidays. While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels. Therefore, to evaluate whether the Project will generate a substantial increase in the short-term noise levels at the offsite sensitive receptors (residences), the construction-related noise level threshold is based on the National Institute for Occupational Safety and Health (NIOSH) recommended exposure limit (REL) for occupation noise exposure at 85 dBA, as an 8-hour time-weighted average (85 dBA – 8-hr TWA). Using the equipment from the Air Quality GHG Technical Memorandum CalEEMod data for the Site Preparation and Grading Phases, each piece of equipment operating at the same time in the same location for a full 8-hour period was calculated with results provided in Table 10-8, Worse Case Construction Noise Levels.

Table 10-8: Worst Case Construction Noise Levels

Phase	Equipment Type	Number of Units	Leq dBA/unit	Leq dBA Total
Site Preparation	Tractor/Loader/Backhoe	4	58.9	64.9
	Rubber Tire Dozers	3	56.2	61.0
	Total	–	–	66.4
Grading	Grader	1	64.8	64.8
	Tractor/Loader/Backhoe	3	58.9	63.7
	Rubber Tire Dozers	1	56.2	56.2
	Excavator	1	60.5	60.5
	Total	–	–	68.4

Source: Table 3-5, Noise Assessment, 2023 (Appendix G)

During the construction phase the noise levels will be the highest during site preparation and grading as heavy equipment pass along the Project site boundaries. During the site preparation and grading phases, which produce the highest noise levels, equipment will not be stationary, but rather equipment will be moving throughout the site at varying speeds and power levels and as a result not operating at the maximum noise level for the entire workday. Using the default equipment type and number for the site preparation and grading phases from the CalEEMod AQ report the potential noise impacts of the equipment operating simultaneously and in the same area at the center of the property to the closest residential uses the construction noise impacts would be 66.4 Leq dBA during site preparation and 68.4 Leq dBA during grading operations.

As the equipment will be moving during the site preparation and grading phases, the levels of noise at the nearest sensitive receptor are best represented by the levels from the center of the site as indicated in Table 3-4 and Table 3-5 in the Noise Assessment are all below the NIOSH REL of 85 dBA 8-hour TWA and would be less than significant. Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area.

To ensure the residences located within 25 feet of the property boundary are not significantly impacted by noise or vibration levels, **Mitigation Measure NOI-1** is recommended. In addition, the City of Corona Municipal Code §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 10 months.

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 construction noise.

Operation

Project Traffic. The Project will increase ambient noise levels by increasing vehicular traffic on local roads and activities associated with the new residences. According to the Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, the level of roadway traffic noise depends on three things: 1) the volume of the traffic, 2) the speed of the traffic, and 3) the number of trucks in the flow of the traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater numbers of trucks. vehicle trips (ADT) during the weekdays. The current average daily vehicle trips along Garretson in the Project area are approximately 1,500 ADT. According to Caltrans, the human ear can begin to detect sound level increases of 3 decibels (dB) in typical noisy environments. A doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dBA increase in sound would generally be barely detectable. Implementation of the Project will increase traffic volumes in the area occurring along Garretson Avenue but not to the extent that traffic volumes will be doubled creating a +3dBA noise increase or result in a perceivable noise increase. Therefore, operational noise impacts from new Project traffic would be less than significant.

Table 3-6 in the Noise Assessment also determined that the Project would only increase noise levels for the closest sensitive receptors as a result of future traffic by less than +1 dBA which is also below the threshold for human hearing. Therefore, operational noise impacts in the future from new Project traffic would be less than significant and no mitigation is required.

Residential Activities. Typical operational sound levels generated by single-family residential activities include normal outdoor conversations, air conditioner units, and lawn care equipment with levels as indicated below:

- Normal conversation, air conditioner - 60 dBA
- Gas-powered lawnmowers and leaf blowers - 80 to 85 dBA

Noise generated from air conditioners and lawn care equipment are not at constant and consistent levels throughout the day. Lawn care is performed during daylight hours for short durations and although air conditioners are operating both day and night they are cycling on/off with windows closed conditions. Stationary noise levels would be attenuated as with mobile noise sources with standard building construction and windows closed by approximately 25 dBA. The USEPA identifies noise levels affecting health and welfare as exposure levels over 70 dBA over a 24-hour period. Noise levels for various levels are identified according to the use of the area. Levels of 45 dBA are associated with indoor residential areas, hospitals, and schools, whereas 55 dBA is identified for outdoor areas where typical residential human activity takes place. According to the USEPA levels of 55 dBA outdoors and 45 dBA indoors are identified as levels of noise considered to permit spoken conversation and other activities such as sleeping, working, and recreation, which are part of the daily human condition. Levels exceeding 55 dBA in a residential setting are normally short in duration and not significant in affecting health and welfare of residents. Therefore, operational noise expected from typical residential activities would be less than significant and no mitigation is required.

b. Exposure to excessive noise levels/vibrations

Less than Significant Impact.

Construction

Traffic. The Noise Assessment concluded the highest anticipated construction noise levels would be from the use of pneumatic tools with a noise level of 91.2 dBA Lmax and 88.2 dBA Leq at 25 feet from the source to the receptor and 68.9 Lmax and 65.9 Leq at 325 feet from the source to the receptor. Section 10.a above determined construction noise impacts at the closest sensitive receptor would be within City standards and less than significant with implementation of **Mitigation Measure NOI-1**. The Corona Municipal Code 17.84.040 Noise (D) Special provisions (2) Construction noise prohibits construction noise between the hours of 8:00 p.m. and 7:00 a.m. Monday through Saturday and between 6:00 p.m. and 10:00 a.m. on Sundays and federal holidays. While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels. The potential noise impacts of the equipment operating simultaneously and in the same area at the center of the property to the closest residential uses the construction noise impacts would be 66.4 Leq dBA during site preparation and 68.4 Leq dBA during grading operations. With implementation of **Mitigation Measure NOI-**1, construction at the closest receptor would not exceed City standards and thus would not be excessive.

Vibration. During construction the operation and movement of heavy equipment create seismic waves that radiate along the ground surface in all directions. These waves are felt as ground vibrations. Vibrations from construction

can result in effects ranging from annoyance to people to structure damage. Vibration levels are impacted by geology, distance, and frequencies. According to the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018, while ground vibrations from construction activities do not often reach the levels that can damage structures, construction vibration may result in building damage or prolonged annoyance from activities such as blasting, piledriving, vibratory compaction, demolition, and drilling or excavation near sensitive structures. The Project does not require these types of construction activities. Vibration amplitude and impact decrease with distance, and perceptible ground borne vibration is generally limited to areas within 100 to 200 feet of the construction activity.

Construction vibration analysis discusses the level of human annoyance using vibration levels in vibration decibels (VdB) and assesses the potential for building damages using vibration levels in PPV (in/sec). This is because vibration levels calculated in VdB are best for characterizing human response to building vibration, while calculating vibration levels in PPV is best for characterizing the potential for damage.

The vibration standard used to evaluate the Project's vibration impacts is taken from the Caltrans Transportation and Construction Vibration Guidance Manual (2020). Based on the Caltrans guidance construction vibration impacts would be considered significant if vibration levels exceed 0.2 in/sec PPV, which is the limit at which vibration becomes distinctly perceptible. Table 10-9 shows the expected vibration levels for typical construction equipment at 25 feet.

Table 10-9: Vibration Source Levels for Construction Equipment at 25 Feet

Equipment	PPV (in/sec) at 25 feet	RMS (in/sec) at 25 feet
Small Bulldozer	0.003	0.002
Jackhammer	0.035	0.025
Loaded Trucks	0.076	0.054
Large Bulldozer	0.089	0.063

Source: Table 3-8, Noise Assessment, 2023 (Appendix G)

The closest sensitive receptor to the Project property line is minimally 25 feet from the property line. The estimated construction vibration level from a large bulldozer (worst case scenario) measured at 25 feet would create a vibration level of 0.089 in/sec PPV which does not exceed the 0.2 in/sec threshold and is below the Caltrans Guideline Vibration Annoyance Potential Criteria Strongly perceptible human response of 0.10 PPV in/sec continuous/ frequent intermittent sources. Therefore, the vibrations at the nearest sensitive receptor will remain well below the strongly perceptible annoyance criteria and potential residential vibration damage criteria thresholds listed in the Caltrans Transportation and Construction Induced Vibration Guidance Manual at or beyond the lot line. With the implementation of MM NOI-1 and regulatory compliance, construction of the proposed Project will not result in exposure of people to excessive ground vibration. Impacts will be less than significant.

Operation

Traffic. Implementation of the Project will increase traffic volumes in the area occurring along Garretson Avenue but not to the extent that traffic volumes will be doubled creating a +3dBA noise increase or result in a perceivable noise increase. Therefore, operational noise impacts from new Project traffic would be less than significant. Table 3-6 in the Noise Assessment determined that the Project would only increase noise levels for the closest sensitive receptors as a result of future traffic by less than +1 dBA which is also below the threshold for human hearing. Therefore, operational noise impacts in the future from new Project traffic would be less than significant and no mitigation is required.

Vibration. During operations of the Project following construction the primary source of vibration would be from vehicle traffic. Traffic vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels from heavy truck activity at normal traffic speeds are in the order of 0.004 in/sec PPV at 25 feet based on the FTA's Transit Noise Impact and Vibration Assessment (2018). As the proposed Project is a Worship Center truck traffic which would create the largest vibration impact will be limited. Traffic once on site will be travelling at very low speeds and it is expected that traffic and any truck vibration impacts off site would not exceed the 0.2 in/sec PPV threshold.

Ground borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that would cause annoyance to people or damage to buildings in the vicinity.

Therefore, the Project would result in less than significant impacts related to excess noise and ground borne vibration.

c. Permanent increase in ambient noise levels

Less than Significant Impact. As described above, there are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (Leq) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the Leq and Community Noise Equivalent Level (CNEL) or the day-night average noise level (Ldn) based on A-weighted decibels. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly Leq for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). Ldn is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and Ldn are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term traffic noise impact assessment.

The Project proposes the construction of 35 residential units as well as the incorporation of recreational amenities, landscaping, and interior streets. Long-term noise generated by the Project would primarily occur from traffic and activities typical of residential neighborhoods, including air conditioning as described above under Section 10.a above, both would result in ambient noise levels below City thresholds and thus would have a less than significant impact on long-term ambient noise levels.

d. Temporary increase in ambient noise levels

Less than Significant Impact. As discussed previously, there are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (Leq) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the Leq and Community Noise Equivalent Level (CNEL) or the day-night average noise level (Ldn) based on A-weighted decibels. CNEL is the time-weighted average noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly Leq for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). Ldn is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and Ldn are within 1 dBA of each other and are normally interchangeable.

Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment and its transport, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. As described above under Section 10.a, construction activities would result in ambient noise levels below FTA construction noise criteria thresholds. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, construction noise would be temporary and intermittent and would stop following completion of the Project. In addition, the Project would comply with the City's allowed hours of construction pursuant to Municipal Code §17.84.040. As such, Project construction would result in a less than significant impact to short-term ambient noise levels.

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

No Impact. The closest airport to the Project site is the Corona Municipal Airport approximately 3.6 miles north/northwest. The Noise Assessment determined the Project site is located outside the Corona Municipal Airport noise contour 55 CNEL boundary and as such there will be less than significant airport noise impacts.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

NOI-1 Construction Noise Reduction Plan. Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- The construction contractor shall ensure that all internal combustion engine driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment.
- The construction contractor shall locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.
- The construction contractor shall prohibit unnecessary idling (no more than 5 minutes) of internal combustion engines.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all project construction.
- The construction contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., a bad muffler) and shall require that measures be implemented to correct the problem.
- These measures may only be granted an exception if an application for construction-related exception is made to and considered by the Building Official of the City

Sources

City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

Garretson Residential Project – Noise Assessment. KPC EHS Consultants. October 30, 2023 (Appendix G)

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. The City of Corona is served by the Corona Fire Department (CFD). CFD operates seven fire stations throughout the City of Corona in addition to the CFD Headquarters. The Project would be primarily served by the Corona Fire Station #1, an existing station located approximately 0.6 roadway miles north of the Project site at 540 Magnolia Avenue. Development of the Project would impact fire protection services by placing an additional demand on existing County Fire Department resources if its resources are not augmented. To offset the increased demand for fire protection services, the Project would be conditioned by the City to provide a minimum of fire safety and support fire suppression activities, including compliance with state and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access.

Construction of the Project would be required to adhere to the California Fire Code, as included in the City's Municipal Code §15.12.020, as part of the permitting process the Project plans would be reviewed by the City's Building Division 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 35 units of the Project would generate approximately 112 new residents (less than 0.1%). This slight increase in population compared to the existing City population would result in only a small incremental additional demand for fire services from the Corona Fire Department.

In addition, the City collects a Development Impact Fee to help it provide adequate fire protection facilities. Payment of the Development Impact Fee would be applied to fire facilities and/or equipment to offset the incremental increase in the demand for fire protection services that would be created by the Project. Therefore, the Project would not result in the need to construct new or physically altered fire facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection.

b. Police Protection

Less than Significant Impact. The City of Corona Police Department (CPD) is located at 730 Public Safety Way, which is 3.7 miles 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 35 additional residential units would result in an incremental increase in demand for law enforcement services. However, the increase would not be significant when compared to the current demand levels. As described previously, the residential population of the Project site at full occupancy would be approximately 112 residents, and based on the Police Department's staffing of 1.59 officers per thousand population, the proposed Project would require 0.2 percent of an additional officer.

Since the need by the Project is less than one 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 Prime Years Academy Pre-School located approximately 280 feet north of the site, Susan B. Anthony. Elementary School (1.3 miles to the southeast), Foothill Elementary School (1.8 miles west), and Vicentia Elementary School (1.6 miles northwest). 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 per PPP PS-1 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 Project would add 35 residential units and approximately 112 new residents to the site after the units are fully occupied. The nearest public park to the Project site is Santana Regional Park, which is located to the north across Santana Way.

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. Therefore, the Project would result in a less than significant impact on acceptable ratios of park space.

e. Other Public Facilities and Services

Less than Significant Impact. The proposed Project would add 35 new units and approximately 112 new residents. The additional residences would result in an incremental increase in the need for additional services, such as public libraries and post offices. Because the Project area is already served by other services and the Project would result in a limited increase in population (less than 0.2% of current City population), the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. As such, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP PS-1: School Fees. To the extent applicable, prior to the issuance of a building permit, the applicant shall provide payment of the appropriate fees set forth by the applicable school districts related to the funding of school facilities pursuant to Government Code §65995 et seq.

Mitigation Measures

No mitigation measures related to public services are required.

Sources

City of Corona General Plan Draft Environmental Impact Report, December 2019. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update

City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

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. The Project would install on-site 8-inch sewer lines which would connect to the existing sewer main line in Garretson Avenue within an existing public utility easement. The construction activities related to installation of the on-site sewer infrastructure that would serve the proposed Project 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, analysis of construction emissions for excavation and installation of the sewer infrastructure is included in Section 5, Air Quality and Section 16, Greenhouse Gas, and noise volumes from these activities are evaluated in Section 10, Noise. As the proposed Project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause

significant environmental effects. Therefore, impacts would be less than significant. 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

Less than Significant Impact.

Water Infrastructure

The proposed Project is within an urbanized, developed area of Corona. The Project would install an 8-inch water line that would connect to an on-site domestic water backflow preventor to the west, which would then connect to the existing 8-inch main water line located within a public utility easement in Garretson Avenue. Water services would be provided by the City of Corona's Utilities Department (CUD), formerly known as the Department of Water and Power (DWP). 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.

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. The post-development Project site will consist of a residential tract with 35 multi-family residential dwelling units with a minimum lot size of 7,350 square feet. Considering the accompanying streets and gutters, this will add a total impervious area of about 50%. The Project would include on-site infrastructure, internal roadways and sidewalks, utilities, a bioretention water quality basin, open space, and landscaping discussed in Section 4, *Hydrology and Water Quality*. The Project Hydrology Study and Water Quality Management Plan (WQMP) demonstrate the Project will not increase runoff from the site beyond pre-development conditions and will protect regional water quality by use of an on-site detention/biofiltration basin. The Project 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. According to the City of Corona 2020 Urban Water Management Plan (UWMP), CUD receives water supplies from three sources: treated surface water, untreated surface water, and desalinated brackish groundwater. Further, through a combination of these resources, the UWMP indicates that the City has the ability to meet current and projected water demands through 2045 during normal, historic single-dry and historic multiple-dry year periods (UWMP 2020). The Project proposes 35 new single-family residential units that would generate a population of 112 residents based on applicable census data (see Section 2, *Population and Housing*). Based on a CUD water consumption rate of 140 gallons per person per day (gpd), the Project would consume 15,680 gallons per day or 5.72 million gallons per year or 17.5 AFY. The proposed Project is consistent with the General Plan land use and zoning classification for the property, so its future water use is included in the calculations upon which the UWMP was developed.

The UWMP applied SCAG future population projections to estimate overall water demand from 2020 to 2025 throughout the City for all land use types (e.g., residential, commercial, industrial). According to the UWMP, water use for Residential Multi-Family was 2,674 acre-feet (AF) in 2020 and was projected to decrease by approximately 151 AF resulting in a projected amount of 2,523 AF in 2025 (UWMP 2020).

The estimated water use of the Project (17.5 AFY) therefore represents only 0.6 percent of the UWMP 2020 estimate for residential water use. 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. The Corona Utilities Department (CUD) services the Project area. CUD has three water reclamation facilities (WRF 1, 2 and 3 also known as WWTP 1, 2, and 3), and a network of gravity sewer pipes of approximately 368 miles with varying sizes. The CUD also has capacity in the Western Riverside County Wastewater Authority (WRCRWA) Plant consisting of approximately 2.62 million gallons per day (MGD). The CUD water reclamation facilities have an average treatment capacity of 15.5 MGD (17,362 AF) resulting in a total wastewater capacity of 18.12 MGD (20,297 AF) for the City of Corona (GP EIR, 2019). According to the UWMP, Wastewater Treatment Plant 3 (WWTP3), which has a treatment capacity of 1.0 MGD (1,120 AFY), services the southeastern portion of the City. Currently, the plant treats approximately 0.3 MGD (336 AFY) (UWMP 2020).

The City of Corona GIS Zoning map was utilized to determine the land use of the site. Department of Water and Power Design Policy 2012 was then utilized for estimating the average daily sewer demand of the existing and proposed conditions of the site. The proposed Project site is calculated to have a density of 3.75 dwelling units/acre, and therefore was determined to be within low density residential zoning. The peak factor was assumed to be 2.5. This peak factor was applied to determine the final existing and proposed sewer demands to be used in the sewer pipe analysis performed by the City of Corona.

The existing sewer demand was determined to be approximately 23,315 gallons per day, and the proposed sewer demand was also determined to be approximately 23,315 gallons per day.

Under existing conditions, the WWTP-3 has an excess treatment capacity of approximately 784 AFY (255,500,000 gpd). As such, implementation of the Project would utilize approximately 0.01 percent of the WWTP-3 daily excess treatment capacity. Thus, the wastewater treatment plant has ample capacity, and the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) to serve the proposed Project. Therefore, impacts related to wastewater infrastructure would be less than significant.

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 10.7 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 200 pounds per single family unit (EPA 1998), construction of the Project would generate approximately 7,000 pounds or 3.5 tons per day 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 1.2 tons per day of solid waste.

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 1.2 tons of waste per day during construction of the proposed Project. This represents 0.02 percent of the El Sobrante Landfill's daily capacity, so it would be able to accommodate solid waste from construction of the proposed Project.

Operation

The CalEEMod solid waste generation rate for single-family residential uses is 30 pounds per unit per day. The Project proposes construction of 35 residential units, so full occupancy of the Project would generate approximately 1.050 pounds per day or 0.52 tons per day of waste. This represents 383,250 pounds per year or 191.6 tons of solid waste per year. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which

would considerably reduce the volume of landfilled solid waste. Even if no recycling occurred, the anticipated 0.52 tons per day of solid waste generated by the Project would represent less than 0.01 percent of the landfill's daily capacity of approximately 6,762.75 tons per day. Therefore, the solid waste generated by the Project would be well 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.

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 occupancy. 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.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

CalRecycle, El Sobrante Landfill (33-AA-0217), 2023. Accessed: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2402

City of Corona 2018 Reclaimed Water Master Plan, 2018. Accessed: https://www.coronaca.gov/home/showpublisheddocument/18442/637248910333670000

City of Corona 2020 Urban Water Management Plan, 2020. Accessed: https://www.coronaca.gov/government/departments-divisions/department-of-water-and-power/businesses/planning-for-our-future

City of Corona General Plan Draft Environmental Impact Report, December 2019. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update

City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

Sanitary Sewer Demand Study TTM 38495, 2523 Garretson Avenue, Corona, CA, C&V Consulting, Inc., January 2024 (Appendix H).

13. AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highways	☐	☐	☒	☐
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, areas of high visual sensitivity within/adjacent to the City include the Prado Basin views from Sierra del Oro – the basin and canyon areas on the west; views south to the Santa Ana Mountains from the I15/SR91 freeway interchange; southern view of the foothills from major streets south of Ontario Avenue; and views of San Gabriel Mountains from higher elevations south of Ontario Avenue (General Plan, 2020).

The Project site is within a developed area with several residential neighborhoods in the surrounding area. The Project would be similar in height to existing neighboring residential structures (1-2 stories). Therefore, the Project would not encroach into views along nearby roadways. Also, with the exception of the development standard waivers which the Project Applicant is requesting through the State Density Bonus Law, the development would be subject to the objective standards established by the Zoning Ordinance for the site's underlying zoning and the architectural design standards established by the City's Residential Design Guidelines. Thus, development of the Project site with one- and two-story residential buildings would not obstruct, interrupt, or diminish a scenic vista, and impacts would be less than significant.

Additionally, the Project site is not near, nor visible from, any state scenic highway. The closest Officially Designated State Scenic Highway is a portion of State Route 91 (SR-91) approximately 8 miles northeast of the Project site. The closest Eligible State Scenic Highway is State Route 15 (SR-15) located approximately 1.6 miles east of the Project site.

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 Garretson Road with residential developments to the north, west, south, and east.

The General Plan land use designation is Estate Residential (ER), and the zoning designation for the Project site is R-1-20 and R-1-14.4 (Single Family Residential), which provide for single-family residential developments. As such the Project is consistent with the existing surrounding developments and would not degrade the visual character of the site or surroundings.

c. Light or glare

Less than Significant Impact. The Project site is located within a developed area. The Project site is currently undeveloped and does not include any existing lighting sources. Existing sources of light in the vicinity of the Project site include streetlights, lights from the Islamic Society of Corona-Norco parking lot and Santana Regional Park to the north, and lighting from vehicle headlights along Garretson Avenue.

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 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 and federal holidays per §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 result in a number of new permanent lighting fixtures on the site. Proposed fixtures include streetlights and light posts in common areas. The Project would include nighttime ambient lighting for security purposes on individual buildings and in the open space/recreation/amenity area. 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 the street lighting along Garretson Avenue (adjacent) and further north on Santana Way. All outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with Corona Municipal Code §17.84.070, which provides that all exterior lighting shall 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 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. The closest Officially Designated State Scenic Highway is a portion of State Route 91 (SR-91) approximately 8 miles northeast of the Project site. The closest Eligible State Scenic Highway is State Route 15 (SR-15) located approximately 1.6 miles east of the Project site. As such, implementation of the Project would not impact scenic resources within a state scenic highway such as forest land and historic buildings.

Existing Plans, Programs, or Policies

PPP AES-1: Lighting and Glare. The Project is required to comply with Corona Municipal Code §17.84.070, which requires all areas of exterior lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses and open space so that light and glare is confined within the boundaries of the Project site.

Mitigation Measures

None.

Sources

California State Scenic Highway System Map. Accessed from: https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983]
City of Corona General Plan 2020-2040, June 2020. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update
City of Corona Mountain Gate Specific Plan, June 1989. Accessed: https://www.coronaca.gov/government/departments/community-development/planning-division/specific-plans
City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

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

Discussion:

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.

L&L Environmental conducted an historical/archaeological resources records search, initiated a Native American Sacred Lands File search, pursued historical background research, and carried out an intensive-level field survey. The purpose of the records search was to compile an inventory of previously identified cultural resources and existing cultural resources studies within a one-half mile radius of the Project location. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory. Through the various avenues of research, this study did not encounter any "historical resources" within or adjacent to the Project area. On November 1, 2023, L&L Environmental archaeologists carried out a field survey of the Project area. The ground surface in the entire Project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years or older). Ground visibility was fair to good throughout the Project, with excellent visibility in the central part of the Project where recent discing had occurred.

The field survey found two historical age cultural resources that were identified as two standpipes that were likely related to past agricultural irrigation of the site for citrus. Such improvements are very common in former agricultural areas and have no historical significance as it relates to CEQA. No other prehistoric or pre-contact artifacts were found.

Although no known significant cultural resources were identified, 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. 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 mainly weedy vegetation. Further, the Project site has been disturbed by previous citrus growing activities. According to the record search completed for the Project, there is no presence of archaeological resources within the Project site. Based upon historic USGS data and the aerial photographs, no structures have ever been located within the property. As such, the potential to encounter archaeological resources was determined to be low. However, after receiving a comment letter from the Pechanga, Soboba, and Rincon tribes during the AB 52 Tribal Consultation period, **Mitigation Measures CUL-1** ,CUL-2, and CU -4 are recommended based on past correspondence with these tribes to require initial ground-disturbing archaeological monitoring, and cultural sensitivity training for construction personnel in the case that inadvertent discoveries of cultural resources are unearthed during project construction. **Mitigation Measures CUL-1**,

CUL-2, and **CUL-4** 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. L&L Environmental conducted a Phase 1 Paleontological Resources Inventory (Appendix I), that one Lithologic unit is located on the project site and is mapped as recent alluvial fan deposits (Qyf) and is unlikely to be fossiliferous. One possible important lithologic deposit that has potential for yielding scientifically significant specimens and is considered to be paleontologically sensitive could underlie the ground surface of the study area at possible depths of 5 feet. These lithologic units are: Pleistocene alluvial deposits (Qoa). Paleontological resources, including fossil remains and associated scientific data, fossil sites, and fossiliferous rocks, could be adversely affected by the environmental impacts accompanying the grading and excavation activities needed for the development of the property. The project engineer indicates that grading and utility trenching could extend to depths of 6-12 feet below the existing ground surface. Direct impacts would result from the ground-disturbing activities associated with the clearing of the vegetation and soil, excavation of aggregate and increased development of the associated facilities. If a significant paleontological resource is identified within the boundaries of the proposed Project ground disturbance could result in the loss of paleontological resources, including scientifically important fossil remains, associated geologic data, fossil sites, and fossiliferous rocks, by disturbing fossil-bearing and potentially fossiliferous rocks. Although construction would be a short-term activity, the loss of some fossil remains and the fossil-bearing rocks would be a permanent adverse environmental impact Therefore, **Mitigation Measure CUL-3** has been recommended. With implementation of these measures, potential impacts to paleontological resources will be reduced to less than significant levels.

d. Disturb human remains

Potentially Significant Unless Mitigation Incorporated. The Project site does not contain a cemetery, 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. 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**, **CUL-2**, and **CUL-4** recommended in Section 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.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

CUL-1 Archaeological Monitoring. Prior to the issuance of a grading permit, the Project Applicant shall retain and enter into 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 Pechanga Indians* (and possibly Soboba)* 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 archaeological resource is discovered during Project construction, the qualified monitoring Archaeologist shall notify the City and the Pechanga Band of Indians and 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. In conjunction with the Archaeological Monitor(s), Native American Monitor(s) have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

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 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 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 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 NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

Sources

City of Corona General Plan Draft Environmental Impact Report, December 2019. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update

City of Corona, Municipal Code, 2023. Accessed: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686

Phase 1 Paleontological Resources Inventory for the Orange Heights Tract, Garretson Avenue, City of Corona, prepared by L&L Environmental, Inc., December, January 19, 2024, Revised May 2024. (L&L 2024a) (Appendix I)

Phase I Archaeological Records Search and Survey, TTM 38495, City of Corona, prepared by L&L Environmental, Inc., January 19, 2024 (L&L 2024) (Appendix J)

15. AGRICULTURAL 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. A Williamson Act Contract enables private landowners to voluntarily enter contracts with local governments for the purpose of establishing agricultural preserves. The Project site is not under a Williamson Act Contract.[17]

b. Conversion of farmland to non-agricultural use

No Impact. The Project site is designated as Prime Farmland as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program.[18] However, the Project site is not designated as an Agricultural Resource by the Corona General Plan. Figure ER-7 in the Corona General Plan shows the locations of remaining agricultural resources. The Project site was once used as citrus groves but has since been abandoned and is no longer in use. As such, the development of the Project will not convert any active farmland to a non-agricultural use.

17 https://planning.rctlma.org/agricultural-preserves-and-williamson-act , accessed October 9, 2023.
18 https://databasin.org/maps/new/#datasets=b83ea1952fea44ac9fc62c60dd57fe48,accessed on October 7, 2023.

The current zoning classification for the site is Single-Family Residential (R1-14.4), which permits residential developments such as single-family homes. Densities may range up to five units per gross acre with a housing density bonus. The R1-14.4 zone allows for limited urban-scale agricultural uses but it also allows single family residences to be constructed. Development at this density requires full urban levels of service and public improvements.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Important Farmland Finder. California Department of Conservation. Accessed from: https://maps.conservation.ca.gov/DLRP/CIFF/

City of Corona General Plan Draft Environmental Impact Report, December 2019. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update

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

a. Generate greenhouse gases

Less than Significant Impact.

Greenhouse Gas Thresholds

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potentials, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). No single land-use project could generate enough greenhouse gas (GHG) emissions to change the global average temperature noticeably. Cumulative GHG emissions, however, contribute to global climate change and its significant adverse environmental impacts. Thus, the primary goal in adopting GHG significance thresholds, analytical methodologies, and mitigation measures is to ensure new land use development provides its fair share of the GHG reductions needed to address cumulative environmental impacts from those emissions.

According to CEQA Guidelines §15064.4, when making a determination of the significance of greenhouse gas emissions, the "lead agency shall have discretion to determine, in the context of a particular project, whether to use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use." Moreover, CEQA Guidelines §15064.7(c) provides that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts" on the condition that "the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

The City of Corona has not adopted Greenhouse Gas (GHG) thresholds of significance; therefore, the South Coast Air Quality Management District threshold will be utilized. GHG emissions for the Project were estimated by using the California Emissions Estimator Model (CalEEMod), which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies to quantify potential criteria pollutant emissions associated with both construction and operations emissions. CalEEMod is authorized for use to assess project emissions by the South Coast Air Quality Management District (SCAQMD). SCAQMD significance thresholds were used for determining the project's impacts. Construction and operation emissions are presented in Table 16-1 and Table 16-2 along with their respective SCAQWMD thresholds.

Table 16-1: Construction GHG Emissions

Construction Year	GHG Emissions, CO_2e (metric tons per year)
2024	309
2025	44.1
Total Project Emissions	**353.1**
SCAQMD Threshold	**3,000**
Exceed SCAQMD Threshold?	**No**
Total Construction Emissions Amortized Over 30 Years	11.8

Source: Table 4.8.2, Air Quality and GHG Technical Memorandum, 2023 (Appendix C)

Table 16-2: Operation GHG Emissions

Emission Type	Annual GHG Emissions ($MTCO_2e$)
Mobile	404.0
Area	11.7
Energy	118
Water/Wastewater	10.2
Solid Waste	10.0
Total Project Operational Emissions	554.0
Total Amortized Construction Emissions	11.8
Total Emissions	**565.8**
SCAQMD Tier 3 Significance Threshold	3,000
Threshold Exceeded?	**No**

Source: Table 4.8.1, Air Quality and GHG Technical Memorandum, 2023 (Appendix C)

As shown in Table 16-1 and Table 16-2, the proposed Project's total or annual GHG emissions for construction or operation would not exceed the SCAQMD threshold of 3,000 $MTCO_2e$ per year. Therefore, the net increase in GHG emissions resulting from implementation of the proposed Project would be less than significant, and no mitigation is required.

b. Conflict with a plan, policy or regulation

Less than Significant Impact. The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the Project would not exceed thresholds related to GHG emissions. In addition, the Project would comply with regulations imposed by the state and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the Project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap- and-trade) have been adopted over the last 5 years and implementation activities are ongoing. The law establishes a limit on greenhouse gas (GHG) emissions for the state of California to reduce state-wide emissions to 1990 levels by 2020. In 2016, the California Assembly and Senate expanded upon AB 32 with Senate Bill (SB) 32, which mandates a 40% reduction in GHG emissions from 1990 levels by 2030. In January 2017, the California Air Resources Board (CARB) developed a plan (SB 32 Scoping Plan) that charted a path toward the GHG reduction

goal using all technologically feasible and cost-effective means. The proposed building would not conflict with fuel and car standards or cap-and-trade.

- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) buildings. The Project is required to comply with Title 24, which would be verified by the City during the plan check and permitting process.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicle trips generated by the Project would comply with LCFS.
- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The Project is required to comply with AB 1881 landscaping requirements, which would be verified by the City during the plan check and permitting process.
- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the Project would not result in an exceedance of an air quality standard.

Additionally, the proposed Project was evaluated for consistency with the City's CAP Update goals and was found to be consistent with several goals including:

- 2.1. Exceed Energy Efficiency Standards
- 5.1. Water Efficiency though Enhanced Implementation of Senate Bill X7-7
- 5.2. Exceed Water Efficiency Standards
- 6.1. Tree Planting for Shading and Energy Saving
- 6.2. Light Reflecting Surfaces for Energy Saving
- 7.1. Alternative Transportation Options
- 8.1. Reduce Waste to Landfills
- 9.1. Clean Energy

Based on the analysis above, the Project will not conflict with regional or state plans to reduce greenhouse gas emissions. The impacts would be less than significant. The proposed Project would consist of development of a residential building with 35 units. As described above, the proposed Project is anticipated to create approximately 565.8 $MTCO_2e$ per year, which is below the SCAQMD Tier 3 threshold of significance of 3,000 $MTCO_2e$ per year. 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, including the Corona CAP.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

Air Quality and Greenhouse Gas Technical Memorandum, prepared by KPC EHS Consultants, LLC, October 13, 2023. (KPC 2023) (Appendix C).

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:

AB 52 Requirements

The Project is subject to tribal consultation under AB 52. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a Project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (Public Resources Code §21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource." The intent of AB 52 is to establish meaningful consultation between tribal governments and local governments at the earliest possible point in the planning process and to enable tribes to manage "cultural places," which are defined as a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register, including any historic or prehistoric ruins, any burial ground, or any archaeological or historic site.

In addition, a Sacred Lands File request was sent by L&L Environmental to the State of California Native American Heritage Commission (NAHC) for a records search. The NAHC is the State of California's trustee agency for the protection of "tribal cultural resources," as defined by California Public Resources Code §21074 and is tasked with identifying and cataloging properties of Native American cultural value, including places of special religious, spiritual, or social significance and known graves and cemeteries throughout the state. The Sacred Lands File yielded negative results for Native American cultural resources in the vicinity of the project area.

A historical resource or archaeological resource may also be a tribal cultural resource if it conforms with the criteria described in Public Resources Code §21084(a). As discussed in Section 14, *Cultural Resources*, based on a records search and a pedestrian field survey, no historic or archaeological resources eligible for listing on the California Register of Historical Resources or a local register were encountered on the surface of the Project site. However, grading, utility trenching, and the construction of the water quality basin have the potential to reveal buried deposits below the surface.

The City mailed AB52 notices to Native American tribes that could have knowledge regarding tribal cultural resources in the Project area. The 30-day AB 52 consultation consideration period ended on January 11, 2024. The following two tribes indicated a desire to consult with the City on this project.

- Pechanga Band of Indians - Juan Ochoa via an email dated December 12, 2023
-
- Soboba Band of Luiseno Indians – Joseph Ontiveros via letter dated December 12, 2023.

No other requests for consultation or recommendations under AB 52 regarding the proposed Project were received by the city. While Rincon did not request consultation, their letter dated February 8, 2024, recommended that the city work closely with Tribes located closer to the proposed project site. The city sent both Pechanga and Soboba Tribes copies of cultural surveys and other documents requested for their internal review and also sent the two tribes the City's standard tribal Mitigation Measures related to inadvertent discoveries. On June 12, 2024, the city emailed both Pechanga and Soboba notifying them that within 10 days consultation would be concluded since city staff had not received a response from either Tribe. As a result, city staff concluded tribal consultation on June 22, 2024.

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)

Potentially Significant Unless Mitigation Incorporated. As detailed previously in Section 14, *Cultural Resources*, the Project site is vacant and does not contain resources eligible for listing on a register of historical resources. In addition, the Archaeological Records Search and Survey (Appendix J) prepared for the Project included a records search for the Project site and surrounding area through the Eastern Information Center at the University of California Riverside and did not identify any historical resources as defined in Public Resources Code §5020.1(k) on the Project site. Furthermore, the Sacred Lands File search completed by the NAHC stated that there are no known sacred lands on the Project site or in its vicinity. Thus, impacts to surface tribal historical 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), would not be impacted. However, it is possible that during ground disturbing activities, subsurface historical resources that may also be identified as a tribal cultural resource may be impacted.

However, 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.

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. In response to the AB52 notices, three tribes responded which are summarized below:

- *Rincon Band of Luiseño Indians:* After their review of the provided documents and their internal information, the Tribe stated that no cultural resource information is available to share at this time. The tribe recommended working closely with Tribes located closer to proposed area impacted as they may have pertinent information. The Tribe did not request consultation, but asked to be notified throughout the CEQA environmental review process for the entirety of the project's duration and to be included on all distribution lists for environmental document reviews, consultations, circulation of public documents, and notices for public hearings and scheduled approvals.

- *Soboba Band of Luiseño Indians:* Initiated consultation on March 11, 2024, and requested a copy of grading plans, geotechnical report, and cultural resources report in addition to a copy of the City's standard mitigation measure (CUL-1).

- *Pechanga Band of Luiseño Indians:* Initiated consultation on March 11, 2024, and requested a copy of grading plans, geotechnical report, and cultural resources report in addition to a copy of the City's standard mitigation measure (CUL-1)

In consideration of the consultation conducted with the Soboba Band of Luiseño Indians, and the Pechanga Band of Luiseño Indians, mitigation measures in the Cultural Resources section (**MM CUL-1, MM CUL-2 and MM CUL-4**) were included to reduce impacts to Tribal Cultural Resources to less than significant should any resources be discovered during the Project's ground-disturbing construction activities.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

MM CUL-1: Archaeological Monitoring, as listed in Section 14, *Cultural Resources*

Sources

Phase 1 Paleontological Resources Inventory for the Orange Heights Tract, L&L Environmental, Inc. dated January 19, 2024, Revised May 2024 (Appendix I).

18. MANDATORY FINDINGS 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 described in Section 7, *Biological Resources*, the Project site is currently undeveloped, undisturbed, and surrounded by existing development. The Project is located in MSHCP burrowing owl survey area. Although Burrowing Owls were not identified on the Project site, a 30-day preconstruction survey shall be conducted prior to the commencement of Project activities (**MM BIO-1**). With implementation of **MM BIO-1**, impacts would be reduced to a less than significant level.

Additionally, the Project area contains ornamental shrubs and 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. These bird species are protected during the avian nesting and breeding season, which occurs between February and September. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, **MM BIO-2** has been included to require a nesting bird survey if construction commences during nesting season, which shall take place no more than 3 days prior to commencement of activities to confirm the absence of nesting birds. With implementation of **MM BIO-2**, impacts would be reduced to a less than significant level.

Additionally, as described in Section 14, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Construction of the proposed Project would not alter or impact any existing structures. Therefore, the proposed Project would not cause a substantial adverse change to an important historical site.

Project grading and construction activities have the potential to encroach into native soils that have not been previously disturbed and could contain paleontological resources. Further, the Project site is designated as having "high" paleontological sensitivity. Therefore, **MM CUL-3** has been included to provide a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) addressing specifics of monitoring and mitigation based on the Project area and Project's construction plan. **MM CUL-3**has also been included to include a paleontological monitor on a full-time basis. In the event that potential paleontological resources are discovered during grading or excavation activities **Mitigation Measures CUL-3** would reduce potential impacts to undiscovered paleontological resources to a less than significant level.

Therefore, the Project would result in a less than significant impact with mitigation on the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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.

b. Cumulatively considerable impacts

Potentially Significant Unless Mitigation Incorporated. The Project would develop the Project site with a building consisting of 35 single family residential units. The Project would provide land uses that are consistent and compatible with the adjacent residential and commercial uses. As presented in this document, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Based on the analysis contained in this document, Project-related impacts would be reduced to less than significant levels with the incorporation of mitigation measures. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the

proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 1 through 19 of this document, mitigation would be required and incorporated as necessary. Therefore, impacts would be less than significant with mitigation incorporated.

c. Substantial adverse effects on humans

Less Than Significant Impact. The Project would develop the Project site with a building consisting of 35 single-family residential units. The Project would provide land uses that are consistent with the adjacent residential and commercial uses. Based on the Project description and the preceding responses in Sections 1 through 19 of this document, implementation of the proposed Project would not cause substantial adverse effects to human beings, because all potentially significant impacts of the proposed Project would be mitigated to a less than significant level. Therefore, since all potentially significant impacts of the proposed Project are expected to be mitigated to a less than significant level, implementation of the proposed Project would not cause substantial adverse effects on human beings.

d. Short term vs. long term goals

Less Than Significant Impact. As described previously, the Project would develop 35 single-family residential units consistent with the General Plan land use designation (Estate Residential) with a density bonus for affordable housing, and the Single Family Residential zoning classification (R-1-20 and R1-14.4) 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 High Fire Hazard Severity Zone (VHFHSZ) or a State Responsibility Area (SRA) (CAL FIRE 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 an 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 an 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 Circulation and Parking Plan an access street off Garretson Avenue 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 Corona Police Department 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 flat and vacant and in an already urbanized area. The Project would lack dry native vegetation that would be 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 impacts 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 roads and fencing as well as onsite and adjacent offsite utility 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.

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. As established in Section 4, *Hydrology and Water Quality*, during Project construction, soil would be compacted and drainage patterns would be temporarily altered due to grading, and there would be an increased potential for flooding compared to existing conditions. However, construction BMPs would be identified and implemented as part of the proposed Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. Therefore, no impacts would occur.

During operation, the proposed Project would not substantially alter the existing onsite drainage patterns. Compliance with the proposed operational BMPs would ensure onsite storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that on-site flooding would not occur. Therefore, no impacts would occur.

As established in Section 3, *Geology and Soils*, the Project site is not identified as a landslide hazard zone and hazards from slippage or landslide are unlikely. Therefore, the risk of slope failure represents a limited level of concern on the Project site. Further, projects in the City of Corona are required to comply with the CBC. Given the Project's location and with Project's compliance with the CBC, the Project would not expose people or structures to significant risks, including downslope or downstream landslides. Therefore, no impacts would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Department of Forestry and Fire Protection (CAL FIRE). 2020. Fire Hazard Severity Zone Map. Accessed: https://egis.fire.ca.gov/FHSZ/

City of Corona General Plan Draft Environmental Impact Report, December 2019. Accessed: https://www.coronaca.gov/government/departments-divisions/planning-division/general-plan-update

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:

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.

Construction

Construction of the Project would require the use of fuel and electric powered equipment and vehicles for construction activities. The majority of activities would use fuel powered equipment and vehicles that would consume gasoline or diesel fuel. Heavy construction equipment (e.g., dozers, graders, backhoes, dump trucks) would be diesel powered, while smaller construction vehicles, such as pick-up trucks and personal vehicles used by workers would be gasoline powered. The majority of electricity use would be from power tools. The anticipated construction schedule using the California Emissions Estimator Model (CalEEMod) defaults assumes the Project would be built in approximately 300-day construction schedule.[19] The consumption of energy would be temporary in nature and would not represent a significant demand on available supplies. There are no unusual characteristics that would necessitate the use of fuel or electricity that would be less energy efficient than at comparable construction sites in the region or State.

Starting in 2014, the California Air Resources Board (CARB) adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards as fuel efficiencies gradually rise. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

In addition, as required by state law,[20] idling times of construction vehicles is limited to no more than 5 minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

Table 20-1 presents the estimated Project's construction equipment fuel demand calculations based on the CalEEMod default equipment and schedule. The horsepower hours per day (HP hrs/day) was calculated by taking the number of equipment times the operating hours per day, times the horsepower, times the load factor. The HP hours per day was then multiplied by the number of days for the phase and divided by 18.5 to estimate the total fuel demand. The 18.5 value is the estimated fuel consumption rate from the California Air Resources Board (CARB) The Carl Moyer Program Guidelines, 2017 Revisions, Appendix D, Table D-21 Fuel Consumption Rate Factors, for engines of less than 750 HP.[21] As indicated in Table 20-1, the total construction equipment fuel demand is estimated to be 31,694 gallons of diesel fuel.

19 CalEEMod Datasheets, Air Quality and GHG Technical Memorandum, Appendix C.
20 California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling.
21 Carl Moyer Program Guidelines accessed: https://ww2.arb.ca.gov/sites/default/files/2020-06/2017_cmpgl.pdf

Table 20-1 Construction Equipment Fuel Demand

Construction Phase	Offroad Equipment Type	Number per Day	Hours per Day	Horse-power	Load Factor	HP Hours per Day	Number of Days	Total Fuel Demand (gal diesel fuel)
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37	995	10	538
	Rubber Tired Dozers	3	8	367	0.40	3,532	10	1,904
Grading	Excavator	1	8	36	0.38	109	20	118
	Graders	1	8	148	0.41	485	20	524
	Rubber Tired Dozers	1	8	367	0.40	1,028	20	1,111
	Tractors/Loaders/Backhoes	3	8	84	0.37	746	20	806
Building Construction	Cranes	1	7	367	0.29	745	230	9,262
	Forklifts	3	8	82	0.20	394	230	4,898
	Tractors/Loaders/Backhoes	3	7	84	0.37	653	230	8,118
	Generator Set	1	8	14	0.74	83	230	1,032
	Welder	1	8	46	0.45	166	230	2,064
Paving	Pavers	2	6	81	0.42	408	20	441
	Paving Equipment	2	8	89	0.36	513	20	555
	Rollers	2	7	36	0.38	192	20	208
Architectural Coating	Air Compressors	1	6	37	0.48	107	20	115
						Total Construction Equipment Fuel Demand		31,694

Source: Table 2.2-1, Residential Energy Technical Memorandum, 2023 (Appendix K)

Table 20-2 presents the estimated Project's construction worker and vendor trip fuel demand calculations based on the CalEEMod defaults and schedule. The one-way trips per day were multiplied by the CalEEMod miles per trip, times the number of days for the phase to get total miles. The total miles were then divided by the average fuel use in miles per gallon (MPG) to arrive at the fuel demand for worker and vendor trips. As indicated in Table 20-2, the total construction equipment fuel demand is estimated to be 2,478 gallons of fuel.

Table 20-2: Construction Worker and Vendor Fuel Demand

Construction Phase	Trip Type	One-Way Trips per Day	Miles per Trip	Number of Days	Total Miles	Average Fuel Use (MPG)	Total Fuel Demand (gallons)
Site Preparation	Worker	17.5	18.5	10	324	31.0	10
Grading	Worker	15	18.5	20	5550	31.0	179
Building Construction	Worker	12.6	18.5	230	53,613	31.0	1,729
	Vendor	3.74	10.2	230	8,774	25.0	351
Paving	Worker	15	18.5	20	5,550	31.0	179
Architectural Coating	Worker	2.52	18.5	20	932	31.0	30
					Total Construction Worker Trip Fuel Demand		2,478

Operation

During operations the Project would generate demand for electricity, natural gas, and fuels (gasoline and diesel) for motor vehicle trips. Operational use of energy includes heating, ventilation, air conditioning, lighting, water heating, operation of electrical systems and plug-in appliances within buildings and parking lot. These uses of energy are typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The operations-related vehicle trips fuel usage was calculated using the CalEEMod data for annual vehicle miles traveled, which determined that operation of the proposed Project would generate 1,079,068 vehicle miles traveled per year. The calculated total operational miles were then divided by the average rates of 31.51 miles per gallon for

automobiles, which was calculated through use of the EMFAC2022 model (Appendix C) and based on the year 2024. Based on this information, the operation of automobiles related to the Project would consume 34,245 gallons per year.

The operations-related electricity usage was calculated from the CalEEMod data (Appendix C) and determined operation of the Project would consume the following electricity: Single Family Housing = 326,874 kWh/year. Based on that rate, it is anticipated that the proposed Project would utilize 326,874 kWh per year of electricity.

The operations-related natural gas usage was calculated by a CalEEMod model run that determined operation of the Project would consume unmitigated natural gas per each individual use shown in kilo British Thermal Units (kBTU) per year: Single Family Residential = 1,244,751 kBTU/year. Based on that rate, it is anticipated that the proposed project will use an unmitigated total of 1,244,751 kBTU per year of natural gas.

Based on the assessment above, the proposed Project would have less than significant impacts associated with energy consumption, and no mitigation would be required. Therefore, the project will have a less than significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction and operation.

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

No Impact. The proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of the Project. Energy-saving and sustainable design features and operational programs would be incorporated into the Project as per CALGreen. Prior to the issuance of the building permit the Project's facility energy efficiencies would be documented as part of the County's development review process. The County as part of the Project review will assess the design components and energy conservation measures during the permitting process, which ensures that all requirements are met, and the Project will be in compliance with the County's General Plan energy efficiency requirements.

Additionally, regulatory measures, standards, and policies directed at reducing air pollutant emissions and GHG emissions would also act to promote energy conservation and reduce Project energy consumption such as the limits imposed by CCR Title 13, Section 2449(d)(3) on idling. Also, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. Based on the preceding the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The proposed Project would be required to meet the CALGreen energy efficiency standards in effect during permitting of the Project, as included as PPP E-1. The City's administration of the requirements includes review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. As discussed, the Project proposes to use photovoltaic (PV) solar panels on each of the residences to offset their energy demand in accordance with the existing Title 24 requirements (included as PPP E-1). As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Existing Plans, Programs, or Policies

PPP E-1: CALGreen Compliance. The Project is required to comply with the CALGreen Building Standards Code as included in the City's Municipal Code §15.05 to ensure efficient use of energy. CALGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

PPP E-2: Idling Regulations. The Project is required to comply with California Air Resources Board (CARB) Rule 2485 (13 CCR, Chapter 10 §2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

Mitigation Measures

None.

Sources

EPC 23-28 Garretson Residential Project, Energy Technical Memorandum. KPC EHS Consultants, LLC. October 25, 2023 (Appendix K)

21. PREVIOUS ENVIRONMENTAL ANALYSIS:

Discussion:

Not applicable.

DOCUMENTS INCORPORATED BY REFERENCE:

Geotechnical and Infiltration Evaluation Proposed Residential Development, Geo Tek, Inc., March 15, 2022 (Appendix A)
Project Specific Water Quality Management Plan, prepared by C&V Consulting, Inc. July 13, 2022, Revised May 9, 2024 (Appendix B)
EPC 23-28 Garretson Residential Project, Air Quality and GHG Technical Memorandum. KPC EHS Consultants, LLC. October 13, 2023 (Appendix C)
2501 Garretson Avenue Generation Analysis and VMT Screening, City of Corona, TJW Engineering Inc, December 19, 2023 (Appendix D)
Burrowing Owl Protocol Breeding Season Survey Orange Heights Tract, Garretson Avenue, City of Corona, Riverside, CA, July 2022, L&L Environmental Inc. (Appendix E)
Phase I Environmental Site Assessment and Shallow Soil Sampling Report, Stantec Consulting Services, Inc., April 7, 2022 (Appendix F)
EPC 23-28 Garretson Residential Project – Noise Assessment. KPC EHS Consultants. October 30, 2023 (Appendix G)
Sanitary Sewer Demand Study TTM 38495 2523 Garretson Avenue, Corona, CA, C&V Consulting, Inc., January 2024 (Appendix H)
Phase 1 Paleontological Resources Inventory for the Orange Heights Tract, Garretson Avenue, City of Corona, prepared by L&L Environmental, Inc., December, January 19, 2024, Revised May 2024. (L&L 2024a) (Appendix I)
Phase I Archaeological Records Search and Survey, TTM 38495, City of Corona, prepared by L&L Environmental, Inc., January 19, 2024 (L&L 2024) (Appendix J)
Energy Technical Memorandum. KPC EHS Consultants, LLC. October 25, 2023 (Appendix K)
Preliminary Hydrology Study, C&V Consulting, Inc. July 2022, Revised April 2024 (Appendix L)

MITIGATION MONITORING AND REPORTING PROGRAM CITY OF CORONA

Regulatory Requirement/ Mitigation Measure	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
BIOLOGICAL RESOURCES					
MM BIO-1: Burrowing Owl Pre-Construction Survey. Prior to any ground disturbance, pre-construction surveys for Burrowing Owls on the project site and in the surrounding area in accordance with the Staff Report on Burrowing Owl Mitigation, State of California Natural Resource Agency, Department of Fish and Game, May 7, 2012, shall be conducted no more than 14 days prior to the beginning of Project activities, and a secondary survey must be conducted by a qualified biologist within 24 hours prior to the beginning of Project construction to determine if the project site contains suitable burrowing owl or sign thereof and to avoid any potential impacts to the species. The surveys shall include 100 percent coverage of the Project site. If both surveys reveal no burrowing owls are present or sign thereof, no additional actions related to this measure are required and a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to CDFW prior to construction. If occupied active burrows or sign thereof are found within the development footprint during the pre-construction clearance survey, Mitigation Measure BIO-3 shall apply.	Condition of Approval	Submittal of documentation	Within 14 days prior to issuance of a grading permit	Planning and Development Department – Planning Division	
MM BIO-2: Burrowing Owl Avoidance/Relocation. If active burrows or signs thereof are found within the development footprint during the pre-construction clearance surveys, site-specific non-disturbance buffer zones shall be established by the qualified biologist and shall be no less than 300 feet. If determined appropriate, a smaller buffer may be established by the qualified biologist following monitoring and assessments of the Project's effects on the burrowing owls. If it is not possible to avoid active burrows, passive relocation shall be implemented if a qualified biologist has determined there are no nesting owls and/or juvenile owls are no longer dependent on the burrows. A qualified biologist, in coordination with the applicant and the City, shall prepare and submit a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) of the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for CDFW review/approval prior to the commencement of disturbance activities on-site and proposed mitigation for permanent loss of occupied burrow(s) and habitat consistent with the 2012 Staff Report on	Condition of Approval	Submittal of documentation	Prior to issuance of a grading permit.	Planning and Development Department – Planning Division	

Regulatory Requirement/ Mitigation Measure	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
Burrowing Owl Mitigation. When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, construction activities may begin. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to CDFW.					
MM BIO-3: Nesting Bird Pre-Construction Survey. Regardless of the time of year, a pre-construction sweep shall be performed to verify absence of nesting birds. A qualified biologist shall conduct the pre-activity sweep within the Project areas (including access routes) and a 500-foot buffer surrounding the Project areas, within 2 hours prior to initiating Project activities. Additionally, a nesting bird survey shall be conducted by a qualified biologist no more than 3 days prior to the initiation of Project activities, including, but not limited to clearing, grubbing, and/or rough grading to prevent impacts to birds and their nests. The survey shall be conducted by a qualified biologist. Surveys shall include any potential habitat (including trees, shrubs, the ground, or nearby structures) that may be impacted by activities resulting in nest destruction or abandonment. If nesting bird activity is present, a no-disturbance buffer zone shall be established by the qualified biologist around each nest to prevent nest destruction or abandonment. If nesting bird activity is present, a no-disturbance buffer zone shall be established by the qualified biologist around each nest to prevent nest destruction and disruption of breeding or rearing behavior. The buffer shall be a minimum of 500 feet for raptors and 300 feet for songbirds, unless a smaller buffer is specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. The buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests, as confirmed by a qualified biologist. A qualified biologist shall inspect the active nest to determine whether construction activities are disturbing the nesting birds or nestlings. If the qualified biologist determines that construction activities pose a disturbance to nesting, construction work shall be stopped in the area of the nest and the "no disturbance buffer" shall be expanded. If there is no nesting activity, then no further action is needed for this measure.	Condition of Approval	Submittal of documentation	Within 3 days prior to issuance of a grading permit	Planning and Development Department, Planning Division	
CULTURAL RESOURCES,TRIBAL CULTURAL RESOURCES, PALEONTOLOGICAL RESOURCES					
MM CUL-1 Archaeological Monitoring. Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a	Condition of Approval	Submittal of documentation	Prior to issuance of	Project Applicant,	

Regulatory Requirement/ Mitigation Measure	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
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 agreement between the Project Applicant 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 Pechanga Indians* (and possibly Soboba)* 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.		showing that archaeologist has been retained for project	grading permit and during grading activities	Project Archaeologist/ Planning and Development Department – Planning Division	

Regulatory Requirement/ Mitigation Measure	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
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 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	Condition of Approval	Submittal of documentation showing that a Native American Monitor has been retained for the Project.	During grading and construction	Project Applicant, Project Archaeologist, Planning and Development Department – Planning Division, Native American Monitor	

Regulatory Requirement/ Mitigation Measure	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
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 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 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	Condition of Approval	Submittal of documentation	If human remains are discovered during ground-disturbing construction activities	Construction Contractor(s), County Coroner, NAHC	

Regulatory Requirement/ Mitigation Measure	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
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 NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).					
NOISE					
NOI-1 Construction Noise Reduction Plan. Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: • The construction contractor shall ensure that all internal combustion engine driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment. • The construction contractor shall locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site. • The construction contractor shall prohibit unnecessary idling (no more than 5 minutes) of internal combustion engines. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all project construction. • The construction contractor shall designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., a bad muffler) and shall require that measures be implemented to correct the problem.	Condition of Approval	Submittal of grading and building plans	During the plan check process for the grading and building plans	Planning and Development Department, Planning Division	

Regulatory Requirement/ Mitigation Measure	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
• These measures may only be granted an exception if an application for construction-related exception is made to and considered by the Building Official of the City.					

Plans, Programs, and Policies (PPP)	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
AESTHETICS					
PPP AES-1: Lighting and Glare. The Project is required to comply with Corona Municipal Code §17.84.070, which requires all areas of exterior lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses and open space so that light and glare is confined within the boundaries of the Project site.	Condition of Approval	Submittal of documentation	Prior to issuance of building permit	Planning and Development Department – Planning Division	
AIR QUALITY					
PPP AQ-1: **Rule 403.** The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions. • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day. • The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.	Condition of Approval	Submittal of documentation	Prior to issuance of grading and building permits	Planning and Development Department – Planning Division	
PPP AQ-2: **Rule 1113.** The construction plans and specifications shall state that the Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only “Low-Volatile Organic Compounds” paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used.	Condition of Approval	Submittal of documentation	Prior to issuance of grading and building permits	Planning and Development Department – Planning Division	

Plans, Programs, and Policies (PPP)	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
BIOLOGICAL RESOURCES					
PPP BIO-1: Urban Forest Management Plan. Prior to construction, the applicant shall verify with the City that the Project is compliant with guidelines and procedures for the care and protection of Shared Responsibility Trees as described under the Urban Forest Management Plan.	Condition of Approval	Compliance with Urban Forest Management Plan / Submittal of documentation	Prior to issuance of grading and building permits	Community Services Department and Planning Division	
ENERGY					
PPP E-1: CALGreen Compliance. The Project is required to comply with the CALGreen Building Standards Code as included in the City's Municipal Code §15.05 to ensure efficient use of energy. CALGreen specifications are required to be incorporated into building plans as a condition of building permit approval.	Condition of Approval	Submittal of documentation	Prior to issuance of grading and building permits	Planning and Development Department – Building Division	
PPP E-2: Idling Regulations. The Project is required to comply with California Air Resources Board (CARB) Rule 2485 (13 CCR, Chapter 10 §2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.	Condition of Approval	Submittal of documentation	Prior to issuance of grading and building permits	Planning and Development Department – Building and Development Services Divisions	
GEOLOGY AND SOILS					
PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code §15.11.020 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.	Condition of Approval	Submittal of documentation	Prior to issuance of building permit	Planning and Development Department – Building Division	
HYDROLOGY AND WATER QUALITY					
PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the City's Municipal Code §15.36.290 National Pollution Discharge Elimination System (NPDES) and the Riverside County NPDES Permit issued	Condition of Approval	Submittal of documentation	Prior to issuance of grading permit	Planning and Development Department – Development Services Division	

Plans, Programs, and Policies (PPP)	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
by the Santa Ana Regional Water Quality Control Board. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Corona staff to confirm compliance.					
PPP WQ-2: Water Quality Management Plan. Prior to grading permit issuance, the Project applicant shall have a final Water Quality Management Plan (WQMP) approved by the City for implementation. The Project shall comply with the City's Municipal §13.27.120 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during operations of the Project.	Condition of Approval	Submittal of documentation	Prior to issuance of grading permit	Planning and Development Department – Development Services Division	
PUBLIC SERVICES					
PPP PS-1: School Fees: To the extent applicable, prior to the issuance of a building permit, the applicant shall provide payment of the appropriate fees set forth by the applicable school districts related to the funding of school facilities pursuant to Government Code §65995 et seq.	Condition of Approval	Submittal of documentation	Prior to issuance of final building permit issuance	Planning and Development Department – Building Division	