File #: 24-0543

PLANNING AND HOUSING COMMISSION
STAFF REPORT

DATE: 7/8/2024

TO: Honorable Chair and Commissioners

FROM: Planning & Development Department

APPLICATION REQUEST:

AHDB2023-0002: Application for a density bonus housing agreement for a 115-unit multi-family residential housing development proposed at the southwest corner of 2nd Street and Buena Vista Avenue (APNs: 118-270-051, 118-270-053 and 118-270-055). (Applicant: Second Street Housing LP, 14211 Yorba Street, Suite 200, Tustin, CA 92780).

RECOMMENDED ACTION:

That the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program and APPROVAL of AHDB2023-0002 to the City Council, based on the findings contained in the staff report and conditions of approval.

PROJECT SUMMARY

The applicant is requesting to build 115 multi-family residential units located at the southwest corner of Buena Vista Avenue and 2nd Street (Exhibits 1 and 2). The housing development consists of 114 affordable units and one market rate unit for the on-site manager. The project is an affordable housing development per Chapter 17.87 of the Corona Municipal Code (CMC) and State Density Bonus Law [Government Code § 65915]. Section 17.87.020 of the CMC defines an affordable unit as "a dwelling unit within a household development, which will be reserved for sale, at an affordable housing cost, or rent, at an affordable rent, to a lower income household, a very low income household, a moderate income household, or a qualifying resident pursuant to the requirements of this chapter (Chapter 17.87 of the CMC) and the State Density Bonus Law."

The applicant has agreed to rent 114 of the units on the property to qualifying households at an affordable rent. Under the State Density Bonus Law, the development is eligible for a density bonus and/or other benefits including waivers of the City's residential development standards established by the CMC. The applicant is required to enter into a density bonus housing agreement with the City of Corona, which is the mechanism that ensures the development remains affordable according to the

EXHIBIT 3

density and benefits that are being granted by the City.

The applicant has filed a separate Precise Plan application, PP2023-0010, associated with this agreement. The purpose of the precise plan is to review the site plan, architecture, and other features associated with the proposed project. Details associated with PP2023-0010 are provided under a separate staff report for the Planning and Housing Commission's consideration. The agreement must be approved in order for the precise plan to be approved.

DENSITY BONUS HOUSING AGREEMENT

The density bonus housing agreement, AHDB2023-0002, for the project is provided in Exhibit 3. The agreement outlines the requested waivers, identification of the affordable units and their household income limits, construction schedule, annual reporting and other pertinent language such as the term of the agreement, which is 55 years from the date of occupancy. The following summarizes the salient sections within the Agreement.

Affordable Units

The agreement identifies the affordable units and their household income limits, which are summarized in Table A. The units are to be leased at an affordable rent.

Table A - Unit Summary

Number of Units and Unit Type	**Eligible Income Group**
5 Studios	Low Income
14 One-Bedrooms	Low Income
37 Two-Bedrooms	Low Income
35 Three Bedrooms	Low Income
1 Studio	Moderate Income
4 One-Bedrooms	Moderate Income
9 Two-Bedrooms	Moderate Income
9 Three-Bedrooms	Moderate Income
114 Total	

Waivers

The project is being developed per the municipal code's established development standards for the R -3 zone. Under the associated precise plan, the applicant is requesting the city's approval of several waivers to reduce or modify certain residential development standards in the municipal code in order for the applicant to build the affordable housing project at the density proposed. The project's density is 33.2 dwelling units per acre. Waivers are allowed under the State Density Bonus Law. Section 2.4 of the Agreement identifies the waivers which are summarized below.

1. Election to use the parking requirement in Government Code Section 65915(p)(3) of 161 spaces rather than CMC Section 17.76.030(A)(5) parking standards of 298 parking spaces.
2. CMC § 17.24.100 (A), regarding the minimum front yard setback requirement of 25 feet (along Buena Vista Avenue frontage), reduced to no more than 4.5 feet.

3. CMC § 17.24.100(B), regarding the minimum street side yard requirement of 15 feet, reduced to no more than 4.5 feet.
4. CMC § 17.24.100(B), regarding the minimum interior side yard setback requirement of 10 feet for a 3-story building (along the south perimeter), reduced to no more than 1 foot and 8 ¼ inches.
5. CMC § 17.24.100(B), regarding the minimum rear yard setback requirement of 10 feet (along the west perimeter), reduced to no more than 3 feet.
6. CMC § 17.76.080, regarding the minimum parking stall depth requirement of 20 feet for 90-degree spaces, reduced to a depth of no less than 17 feet, and from CMC § 17.70.070(C)(1)(c) regarding the maximum car overhang of 2.5 feet increased to 3 feet.
7. CMC § 17.76.30(A)(5) regarding parking requirement for 275 covered parking spaces, reduced to 33 covered parking spaces in private garages.
8. Government Code Section 65915(p)(3) requirement of 161 spaces, reduced to 154 spaces, inclusive of covered and uncovered guest spaces.
9. CMC § 17.24.100(C)(1)(c), regarding the minimum 40-foot courtyard requirement between Buildings 2 and 4, reduced to 15 feet, and the minimum 30-foot courtyard requirement between Buildings 1 and 4, reduced to 20 feet and the minimum 30 foot courtyard requirement between Buildings 2 and 3, reduced to 20 feet.
10. CMC Section 17.70.060(C) standard for an 8-foot-high wrought iron fence to an 8-foot high solid decorative block wall instead.
11. CMC § 17.24.150 regarding the minimum unit area of 600 square feet (exclusive of garage and porches) reduced to 588 square feet for the studio units.

Construction of Affordable Units

The agreement requires the units to be constructed, marketed and occupied in accordance with the performance schedule shown in Table B. The project must be completed within 30 months after commencement of construction.

Table B - Schedule of Performance

Date	**Task**
Day 1	Receipt of California Debt Limit Allocation Committee ("CDLAC")
Day 180 or 194	TCAC Deadline to Commence Construction and, if applicable, CDLAC Deadline to Issue Tax Issue Tax-Exempt Bonds as set forth in CDLAC Resolution Allocating Tax-Exempt Bonds to Project, as may be revised from time to time
30 months after Commencement of Construction	Completion of Construction

Other Terms and Conditions

Other terms and conditions of the agreement include the following:

- The term of the agreement is for 55 years from project's occupancy date.
- The City has the right to inspect the affordable units and documents.
- The agreement runs with the land for the full 55-year term of the agreement.
- The applicant is required to submit a maximum rent schedule to the Planning & Development Director for review prior to occupancy of the project, and shall provide an updated rent schedule on an annual basis on the anniversary date of the occupancy date for the first unit.
- The agreement establishes policies and criteria for tenant selection and income verification.
- The applicant is required to submit a monitoring program to the Planning & Development Director that identifies the person or entity responsible for certifying the income of qualifying households, determining affordable rent, maintaining the required number of affordable units as set forth in Section 3.3 of the Agreement, and marketing and filling vacancies in the affordable units.

ENVIRONMENTAL ANALYSIS

Per Section 15070(b) of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration was prepared for the project since the Initial Study identified that the project's potentially significant effects to the environment are capable of being mitigated to less than significant. Therefore, based on the project's mitigation measures and mitigation monitoring and reporting program identified in the Mitigated Negative Declaration, there is no substantial evidence, in light of the whole record before the City, that the project may have a significant or potentially significant effect on the environment. The Mitigated Negative Declaration is therefore recommended for adoption (Exhibit 6).

FISCAL IMPACT

The applicant has paid the applicable application processing fees for the project.

PUBLIC NOTICE AND COMMENTS

A 20-day bilingual (English and Spanish) public notice was mailed to all property owners and occupants within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. Additionally, the MND was electronically sent to the State Clearinghouse (SCH#2024060904). As of the preparation of this report, staff received one comment from a local resident requesting to be placed on the Project's waiting list for future rental opportunities. No other comments on the project have been received in response to the public notice.

STAFF ANALYSIS

The affordable housing development proposed by PP2023-0010 has been reviewed against the applicable codes and requirements of the Corona Municipal Code and State Density Bonus Law. The density bonus housing agreement is necessary in order to ensure that the housing development remains affordable. The agreement addresses all of the necessary elements that are required to be addressed per Chapter 17.87 of the CMC which governs density bonus housing agreements.

The project's density of 33.2 dua/ac is consistent with the project site's High Density Residential

designation under the General Plan, which allows multi-family residential use up to 36 du/ac. The project and agreement are consistent with several goals and policies of the General Plan pertaining to providing a balance of housing types and affordability levels to all economic segments of the City.

Therefore, the Planning and Development Department recommends approval of AHDB2023-0002 based on the findings of approval listed below and the recommended conditions of approval in Exhibit 5.

FINDINGS FOR THE APPROVAL OF AHDB2023-0002

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

    a. The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Mitigation and Monitoring Program within the Mitigated Negative Declaration and within the Conditions of Approval attached as Exhibits 6 and 5, respectively.

    b. There is no substantial evidence before the City that the project may have a significant effect.

2. All the conditions necessary to granting a Density Bonus Housing Agreement as set forth in Chapter 17.87 of the Corona Municipal Code do exist in reference to AHDB2023-0002 for the following reasons:

    a. The density bonus agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan because the agreement is associated with a proposed multi-family residential with a density of 33.2 du/ac, which is consistent with the HDR density range of 15-36 du/ac.

    b. The density bonus agreement is for a multi-family residential use which is a permitted use in the R-3 zone, and as allowed by the state density bonus law and the density bonus agreement, certain waivers have been applied to certain development standards to support the development of affordable housing.

    c. The density bonus agreement in conjunction with associated Precise Plan 2023-0010 is in conformity with the public convenience, general welfare and good land practice because the project will develop an underutilized vacant parcel, add 115 housing units to the city's existing housing inventory, and will include public infrastructure improvements, landscaped setbacks, crosswalk enhancements and amenities for future residents.

d. The density bonus agreement will not be detrimental to the health, safety and general welfare of the community because the project site's zoning permits the proposed multiple family use, and the project will connect to existing water, sewer and utilities located within Buena Vista Avenue and 2nd Street. Additionally, the project has been reviewed for compliance with the applicable requirements in the Corona Municipal Code including building and fire codes, and the waivers requested in the density bonus agreement have been reviewed by the applicable city departments and determined that the reduced or modified development standards will not result in an adverse impact on the public's health, safety or the environment.

e. The density bonus agreement will not adversely affect the orderly development of the subject properties in which the project is located within or the preservation of property values because, as conditioned by the precise plan, the project is required to meet the applicable building and fire codes and construct all missing public improvements within 2nd Street and Buena Vista Avenue adjacent to the project site ensuring orderly development of the property, and the multi-family residential use is compatible with the existing surrounding multiple family developments, including the Citrus Circle apartments located to the east, Orange Grove High School to the south and the existing commercial center to the west.

f. The density bonus agreement should be approved because it supports a multi-family residential, affordable housing development that is consistent with the General Plan designation of HDR and the Housing Element according to the city's housing sites inventory for the development of low income housing units.

PREPARED BY: ROCIO LOPEZ, CONSULTING PLANNER

REVIEWED BY: SANDRA VANIAN, PLANNING MANAGER

SUBMITTED BY: JOANNE COLETTA, PLANNING & DEVELOPMENT DIRECTOR

EXHIBITS
1. Locational and Zoning Map
2. Site Plan
3. Density Bonus Housing Agreement
4. Applicant's letter requesting a density bonus housing agreement
5. Conditions of Approval
6. Environmental Documentation

Case Planner: Rocio Lopez (951) 736-2293

LOCATIONAL & ZONING MAP

ZONING LEGEND:

MP (Mobile Home Park)
R-3 (Multiple Family Residential)
R-1-7.2 (Single Family Residential)
C-3 (Commercial)
S (School)
CS (Community Service)

AHDB2023-0002
SWC 2nd St. & Buena Vista Avenue

N
W
E

EXHIBIT 1

PP2023-0010

PROJECT SUMMARY

PARKING:		
BLDG 1:	11 GARAGE STALLS	(1 ADA)
BLDG 4:	22 GARAGE STALLS	(2 ADA)
SITE:	121 STALLS	
	90 STANDARD STALLS	
	18 ACCESSIBLE	
	13 EV	
TOTAL:	154 STALLS	
RATIO:	1.34:1	

UNIT COUNT:			
BLDG 1 (15-PLEX):			
UNIT 2 (2 BED):	5 UNITS		
UNIT 3 (3 BED):	10 UNITS		
BLDG 2 (45-PLEX):			
UNIT 1 (1 BED):	3 UNITS		
UNIT 2 (2 BED):	15 UNITS		
UNIT 3 (3 BED):	21 UNITS		
UNIT 4 (0 BED):	6 UNITS		
BLDG 3 (26-PLEX):			
UNIT 1 (1 BED):	15 UNITS		
UNIT 2 (2 BED):	5 UNITS		
UNIT 3 (3 BED):	6 UNITS		
BLDG 4 (29-PLEX):			
UNIT 2 (2 BED):	21 UNITS		
UNIT 3 (3 BED):	8 UNITS		
UNIT 1 (1 BED):	18 UNITS		
UNIT 2 (2 BED):	46 UNITS		
UNIT 3 (3 BED):	45 UNITS		
UNIT 4 (0 BED):	6 UNITS		
TOTAL:	115 UNITS		
UNIT 1 (1 BED):	764.4 S.F.		
UNIT 2 (2 BED):	939.3 S.F.		
UNIT 3 (3 BED):	1115.3 S.F.		
UNIT 4 (0 BED):	601 S.F.		

AREA CALCULATIONS:	
TOTAL SITE AREA:	
150,683.5 SQ FT (3.46 ACRES)	
33.24 DU/AC	
APARTMENT BLDG AREA:	
BLDG 1 (15-PLEX):	23,407.5 S.F.
BLDG 2 (45-PLEX):	53,263.6 S.F.
BLDG 3 (26-PLEX):	32,586.2 S.F.
BLDG 4 (29-PLEX):	43,947.9 S.F.
TOTAL:	153,205.2 S.F.
POOL/ MULTIPURPOSE:	1,310.4 S.F.
TOTAL BLDG AREA:	154,515.6 S.F.

UNIT 1 (1 BED)
UNIT 2 (2 BED)
UNIT 3 (3 BED)
UNIT 4 (STUDIO - 0 BED)
ACCESSIBLE PATH OF TRAVEL
COMMUNITY ROOM (2,148 SQ.FT.)
MAIL (203 SQ.FT.)
LAUNDRY (942 SQ.FT.)
LEASE OFFICE (1,170 SQ.FT.)
4-FOOT DEDICATION

MULTIPLE FAMILY USE	CMC 17.76.030	CMC REQ.	PROVIDED
a. Studio/single bed unit	a. 2 covered spaces/unit, + 1 uncovered guest space/5 units	52.8	32
b. Two bed unit	b. 2 covered spaces/unit, + 1 uncovered guest space/5 units	101.2	62
c. Three + bed unit	c. 2 covered + 1 uncovered spaces/unit, + 1 uncovered guest space/5 units	144	60
Total		298	154

DENSITY BONUS	GOV S 65915 (p)(1)	SDB REQ.	PROVIDED
Studio or single bed unit	1 spaces per unit	24	32
Two & Three bed unit	1.5 spaces per unit	137	122
Four or more bed unit	2.5 spaces per unit	NA	NA
Total		161	154

CODE DEVELPOMENT STANDARDS		
CMC SECTION 17	REQ.	PROPOSED
FRONT SETBACK (BUENA VISTA AVE)	25 FT	RANGING FROM 5' CORNER TO 10'
INTERIOR SIDE YARDS (3-STORY)	10 FT MIN.	1'-8 1/4" FROM LANDSCAPED SETBACK
STREET SIDE YARD (2ND STREET)	15 FT	RANGING FROM 4.5' TO 8.5'
REAR YARD (ADJ. PSH PROJECT)	10 FT	3' FROM LANDSCAPED SETBACK
MAX BUILDING HEIGHT (17.66.020)	40 FT	
BLDG 1	40 FT	36'-6 3/8"
BLDG 2	40 FT	39'-7 1/8"
BLDG 3	40 FT	38'-6 3/4"
BLDG 4	40 FT	36'-6 1/4"
MAX LOT COVERAGE	60%	35%
COMMON OPEN SPACE (17.24.220 - 200 sq.ft. per unit)	23,000.0	26,581.3
PRIVATE OPEN SPACE (25% of common or 50 sq.ft. per unit)	5,750.0	9,786.7
STORAGE (PER UNIT)	100 CU.FT.	100 CU.FT. MIN
ZONE	MP	R-3
BLDG & COURT DISTANCES (17.24.100.c)		
FRONT	20 FT	15 FT
SIDE	10 FT	10 FT
REAR	10 FT	10 FT
MIN LANDSCAPED AREA (PER CH 17.70)	10 % WITHIN PARKING AREA	21%

PARKING TABULATION

ACCESSIBLE SPACE CALCULATIONS

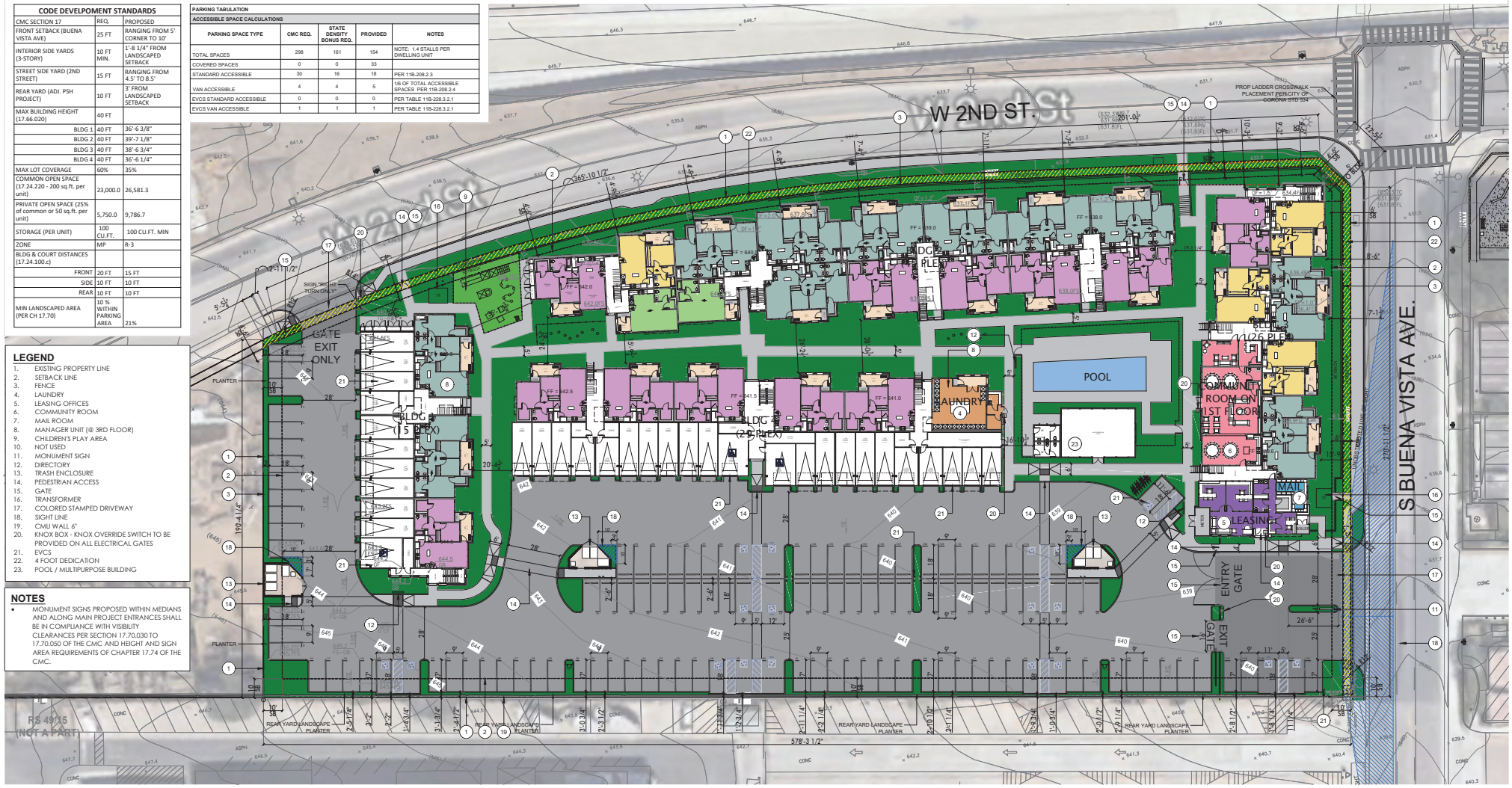
PARKING SPACE TYPE	CMC REQ.	STATE DENSITY BONUS REQ.	PROVIDED	NOTES
TOTAL SPACES	298	161	154	NOTE: 1.4 STALLS PER DWELLING UNIT
COVERED SPACES	0	0	33	
STANDARD ACCESSIBLE	30	16	18	PER 11B-208.2.3
VAN ACCESSIBLE	4	4	5	1/6 OF TOTAL ACCESSIBLE SPACES PER 11B-208.2.4
EVCS STANDARD ACCESSIBLE	0	0	0	PER TABLE 11B-228.3.2.1
EVCS VAN ACCESSIBLE	1	1	1	PER TABLE 11B-228.3.2.1

LEGEND

1. EXISTING PROPERTY LINE
2. SETBACK LINE
3. FENCE
4. LAUNDRY
5. LEASING OFFICES
6. COMMUNITY ROOM
7. MAIL ROOM
8. MANAGER UNIT (@ 3RD FLOOR)
9. CHILDREN'S PLAY AREA
10. NOT USED
11. MONUMENT SIGN
12. DIRECTORY
13. TRASH ENCLOSURE
14. PEDESTRIAN ACCESS
15. GATE
16. TRANSFORMER
17. COLORED STAMPED DRIVEWAY
18. SIGHT LINE
19. CMU WALL 6'
20. KNOX BOX - KNOX OVERRIDE SWITCH TO BE PROVIDED ON ALL ELECTRICAL GATES
21. EVCS
22. 4 FOOT DEDICATION
23. POOL / MULTIPURPOSE BUILDING

NOTES

- MONUMENT SIGNS PROPOSED WITHIN MEDIANS AND ALONG MAIN PROJECT ENTRANCES SHALL BE IN COMPLIANCE WITH VISIBILITY CLEARANCES PER SECTION 17.70.030 TO 17.70.050 OF THE CMC AND HEIGHT AND SIGN AREA REQUIREMENTS OF CHAPTER 17.74 OF THE CMC.



1" = 20'-0"

SECOND STREET FAMILY LP

CORONA, CA

June 24, 2024

ARCHITECTURAL SITE PLAN

A01

ORANGE HOUSING DEVELOPMENT CORPORATION
Improving the Quality of Life
IDEArc ARCHITECTURE + PLANNING
17848 SKY PARK CIRCLE, SUITE D
IRVINE, CA 92614
949.336.6056
C&C Development

EXHIBIT 2

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

City of Corona
400 S. Vicentia Avenue
Corona, CA 92882
Attn: Planning & Development Director

APNs: [***INSERT APN WHEN ASSIGNED***]

SPACE ABOVE FOR RECORDER'S USE ONLY
EXEMPT FROM RECORDING FEE PER
GOVERNMENT CODE §27383 AND §27388.1(a)(2)(D)

CITY OF CORONA
DENSITY BONUS HOUSING AGREEMENT FOR RENTAL HOUSING
WITH SECOND STREET FAMILY LP
SECOND STREET FAMILY APARTMENTS
[***INSERT ADDRESS WHEN ASSIGNED***]
CMC CHAPTER 17.87

1. PARTIES AND DATE.

This Density Bonus Housing Agreement ("Agreement") is made and entered into this [***INSERT DATE OF CITY COUNCIL APPROVAL***] day of [***INSERT MONTH***], 202_ ("Effective Date") by and between the City of Corona, a municipal corporation organized under the laws of the State of California with its principal place of business at 400 South Vicentia Avenue, Corona, California 92882 ("City") and Second Street Family LP, a California limited partnership, with its principal place of business at 414 E. Chapman Avenue, Orange, CA 92866 ("Owner"). City and Owner are sometimes individually referred to as "Party" and collectively as "Parties" in this Agreement.

2. RECITALS.

2.1 Owner. Owner is the owner in fee of certain real property located at [***INSERT ADDRESS WHEN ASSIGNED***], Corona, in Riverside County, California, and designated as Assessor Parcel Number(s) [***INSERT APN WHEN ASSIGNED***], as described and depicted in **Exhibit "A"** attached hereto and incorporated herein by reference ("Property").

2.2 Housing Development Project. Owner proposes to construct and operate a Housing Development, as that term is defined in Corona Municipal Code ("CMC") Section 17.87.020, on the Property consisting of one hundred fifteen (115) dwelling units ("Residential Units"), which will be known as Second Street Family Apartments project ("Project").

EXHIBIT 3

2.3 Density Bonus Law. Under Government Code Section 65915 *et seq*. ("State Density Bonus Law") and CMC Chapter 17.87, the City must, upon the request of an applicant, grant a density bonus and/or certain incentives/concessions or waivers/modifications for any development applicant that seeks and agrees to construct a minimum number of residential units that are affordable to moderate, lower and/or very low-income households.

2.4 Project Entitlements. The City Council's approval of the Project includes the following entitlements:

(a) Election to use the parking requirement in Government Code Section 65915(p)(3) of 161 spaces rather than CMC Section 17.76.030(A)(5) parking standards of 298 parking spaces.

(b) waivers from:

(i) CMC § 17.24.100 (A), regarding the minimum front yard setback requirement of 25 feet (along Buena Vista Avenue frontage), reduced to no more than 4.5 feet;

(ii) CMC § 17.24.100(B), regarding the minimum street side yard requirement of 15 feet (along 2nd Street), reduced to no more than 4.5 feet;

(iii) CMC § 17.24.100(B), regarding the minimum interior side yard setback requirement of 10 feet for a 3-story building (along the south perimeter), reduced to no more than 1 foot and 8 ¼ inches;

(iv) CMC § 17.24.100(B), regarding the minimum rear yard setback requirement of 10 feet (along the west perimeter), reduced to no more than 3 feet;

(v) CMC § 17.76.080, regarding the minimum parking stall depth requirement of 20 feet for 90-degree spaces, reduced to a depth of no less than 17 feet; and from (CMC § 17.70.070(C)(1)(c) regarding the maximum car overhang of 2.5 feet, increased to 3 feet;

(vi) CMC § 17.76.30(A)(5) regarding the parking requirement for 275 covered parking spaces, reduced to 33 covered parking spaces in private garages;

(vii) Government Code Section 65915(p)(3) requirement of 161 spaces, reduced to 154 spaces, inclusive of covered and uncovered guest spaces;

(viii) CMC § 17.24.100(C)(1)(c), regarding the minimum 40-foot courtyard requirement between Buildings 2 and 4, reduced to 15 feet; the minimum 30-foot courtyard requirement between Buildings 1 and 4, reduced to 20 feet; and the minimum 30-foot courtyard requirement between Buidlings 2 and 3, reduced to 20 feet;

(ix) CMC Section 17.70.060(C) standard for an 8-foot high wrought iron fence to an 8-foot high solid decorative block wall instead;

(x) CMC § 17.24.150 regarding the minimum unit area of 600 ssquare feet (exclusive of garage and porches), reduced to 588 squre feet for the studio units.

(c) Precise Plan (PP2023-0010), AHDB2023-0002 and the Affordable Housing Disposition and Development Agreement (Corona 2nd Street Family Apartments) dated [***INSERT DATE***].

2.5 Density Bonus Units. In order to qualify for the State Density Bonus Law and CMC Chapter 17.87, Owner has agreed to rent one hundred fourteen (114) of the Residential Units on the Property to Qualifying Households (as defined below) at an Affordable Rent (as defined in CMC 17.87.020).

2.6 Agreement. City and Owner desire to enter into this Agreement in accordance with the State Density Bonus Law and CMC Chapter 17.87 to ensure that the Owner will construct and operate the Project in a manner that will ensure the provision of the required Affordable Units in exchange for the Density Bonus.

3. TERMS.

3.1 Recitals. The Recitals set forth above are true and accurate, and incorporated herein.

3.2 Definitions. For purposes of this Agreement, all defined terms, as indicated by initial capitalization, shall have the meanings set forth in CMC Chapter 17.87, except as expressly indicated otherwise herein. Additionally, the terms listed below shall have the meanings thereafter specified:

3.2.1 Affordable Unit(s). The one hundred fourteen (114) dwelling unit(s) that will be offered for rent exclusively to a Qualifying Household at an Affordable Rent pursuant to this Agreement.

3.2.2 CMC. The Corona Municipal Code.

3.2.3 Density Bonus. The election and waivers granted to the Project through the Project Approvals, as more specifically described in Section 2.4 of this Agreement.

3.2.4 Director. The Planning and Development Director for the City of Corona or his or her designee.

3.2.5 Occupancy Date. The earlier to occur of (a) issuance of a certificate of occupancy by the City; or (b) the issuance of a temporary certificate of occupancy by the City.

3.2.6 Project. The Project, as defined in Section 2.2 includes all required or associated on-site and off-site improvements, hardscape improvements, parking areas and landscaping improvements to the Property, in accordance with the Project Approvals, the plans and specifications approved by the City, any conditions imposed by the City in issuing the Project Approvals and any other development entitlements related to the Project and applicable law.

3.2.7 Project Records. Information regarding rents, principal residency requirement, occupancy status, household and income characteristics of tenants of the Affordable Units, services provided as part of the housing service such as parking, utilities, and other information as may be reasonably required for monitoring compliance with the use, occupancy or operation of the Affordable Units, including Income Certification Forms completed by applicants or tenants of the Project pursuant to Section 3.7.2 of this Agreement.

3.2.8 Project Approvals. As described in Section 2.4 of this Agreement.

3.2.9 Property. That certain real property located within the City of Corona, County of Riverside, State of California, specifically described in the legal description attached as **Exhibit "A"** to this Agreement, which is incorporated into this Agreement by this reference.

3.2.10 Qualifying Household. A household that: (1) resides or intends to reside in one of the Affordable Units on the Property; and (2) whose income does not exceed the maximum income allowable for a Very Low-Income Household, a Lower Income Household or a Moderate Income Household, as applicable to the Affordable Unit described in Exhibit "B".

3.2.11 State Density Bonus Law. Chapter 4.3 of Division 1 of Title 7 of the California Government Code (Gov't Code §§ 65915 *et seq.*).

3.2.12 Term. The period of fifty-five (55) years from the Occupancy Date.

3.3 Identification of Affordable Units. The Affordable Units shall be those described in **Exhibit "B"** attached hereto and incorporated herein by reference. The identification of the Affordable Units shall not be changed without the prior written approval of the Director.

3.4 Construction of Affordable Units. The Affordable Units shall be constructed, marketed and occupied in accordance with the Schedule of Performance set forth in **Exhibit "C"** attached hereto and incorporated herein by reference. Notwithstanding the forgoing, the Affordable Units shall be constructed concurrently with or prior to the other Residential Units in the Project, and the Owner shall not receive certificates of occupancy for more than twenty percent (20%) of the market rate Residential Units in the Project, if any, prior to the Occupancy Date for all of the Affordable Units. The Affordable Units shall be dispersed throughout the Project.

3.5 Reservation of Affordable Units for Affordable Rental Housing.

3.5.1 Qualifying Households Only. Owner covenants and agrees to reserve and restrict the Affordable Units for the Term for the use and residential occupancy of those who, at the time of initial occupancy and continuously thereafter (subject to the other provisions of this Agreement), is a Qualifying Household.

3.5.2 Affordable Rent. Owner covenants and agrees, for the benefit of City, to develop, own, manage and operate, or cause the management and operation of, the Project to include the Affordable Units as residential rental housing occupied or available for occupancy to Qualifying Households at an Affordable Rent and for no other purposes.

3.5.3 No Transient Uses. Owner will not knowingly permit the Affordable Units to be used on a transient basis and will not lease or rent the Affordable Units for a period of less than twelve (12) months. The Affordable Units will not, at any time, be leased or rented for use as a hotel, motel, time share, dormitory, fraternity house, sorority house, rooming house, hospital, nursing home, sanitary or rest home.

3.5.4 Utilization of Affordable Units. All Affordable Units required by this Agreement shall be leased or rented and fully utilized in accordance with this Agreement. No Affordable Unit shall be withdrawn from the market or otherwise held vacant during the Term.

3.6 Affordable Rent. The monthly rent charged to a Qualifying Household for the occupancy of an Affordable Unit shall never exceed the Affordable Rent in accordance with this Agreement, CMC Chapter 17.87, and the current version of Government Code Section 65915(c)(1)(b)(ii), which is set forth for reference purposes below:

> "(ii) For housing developments meeting the criteria of subparagraph (G) of paragraph (1) of subdivision (b), rents for all units in the development, including both base density and density bonus units, shall be as follows:
>
> > (I) The rent for at least 20 percent of the units in the development shall be set at an affordable rent, as defined in Section 50053 of the Health and Safety Code.
> >
> > (II) The rent for the remaining units in the development shall be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by the California Tax Credit Allocation Committee."

3.6.1 Rent Schedule. Owner shall submit a maximum rent schedule to the Director prior to the Occupancy Date for any of the Affordable Units and shall provide an updated rent schedule on an annual basis on the anniversary date of the Occupancy Date for the first Affordable Unit.

3.6.2 Rent Increases. Rent for the Affordable Units may be increased only once in any twelve (12) month period, based on changes in area median income adjusted for household size as published by the California Department of Housing and Community Development for rents set pursuant to Government Code Section 65915(c)(1)(b)(ii)(I) (for the moderate income units) and as permitted under the determinations of the California Tax Credit Allocation Committee ("TCAC") for rents set pursuant to Government Code Section 65915(c)(1)(b)(ii)(II) (for the lower and very-low income units); provided that the rent for the Affordable Units shall never exceed an Affordable Rent for the Qualifying Household occupying the Affordable Unit. All rent increases must be provided to Qualifying Households in writing.

3.6.3 Total Move-In Costs. Total move-in costs for a Qualifying Household shall not exceed the first month's rent plus a security/cleaning deposit not to exceed one month's rent.

3.7 Tenant Selection and Income Verification.

3.7.1 Tenant Selection Policies and Criteria. The Owner shall adopt written tenant selection policies and criteria applicable to the Affordable Units, which shall be subject to the approval of the Director and that:

(a) are consistent with the purpose of providing affordable rental housing for Qualifying Households at an Affordable Rent;

(b) are reasonably related to tenant eligibility and ability to perform the obligations of the lease for an Affordable Unit;

(c) give first priority to Qualifying Households who reside, work, have an offer of employment, go to school or have family in the City of Corona;

(d) provide for the selection of tenants from a written waiting list in the chronological order of their application, insofar as is practicable;

(e) give prompt written notice to any rejected applicant of the grounds for rejection; and

(f) provide for all of the Affordable Units to be available for occupancy on a continuous basis to Qualifying Households at an Affordable Rent.

3.7.2 Determination of Household Income. Determination of Qualifying Household income shall be made by Owner at the time of initial application by an individual or family for occupancy of each of the Affordable Units. At the time of initial application, Owner shall require an applicant to complete an income certification form in a form as approved by the Director (the "Income Certification Form") and certify the accuracy of the information provided on such form. Additionally, on the renewal of a lease for each Affordable Unit, or, if the lease is

for a term greater than twelve months, on an annual basis, the Owner shall require the Qualifying Household occupying the Affordable Unit to recertify the Qualifying Household's income on an Income Certification Form.

3.7.3 Verification. Owner shall make a good faith effort to verify the accuracy of income information provided in any Income Certification Form by an applicant for occupancy of the Affordable Unit or by a recertifying Qualifying Household occupying the Affordable Unit, by taking one or more of the following steps, as reasonably required or indicated:

(a) Obtain an income tax return and copy of each W2 Wage and Earnings Statement for the most recently concluded income tax year;

(b) Contact a credit reporting agency or conduct a similar search;

(c) Obtain an income verification form from the Qualifying Household's current employer(s);

(d) Obtain an income verification form from the United States Social Security Administration or the California Department of Social Services, if the applicant or the Qualifying Household receives assistance from either of such agencies; or

(e) If the applicant or an adult member of a Qualifying Household is unemployed and has no such income tax return, obtain another form of independent verification.

3.7.4 Changes in Qualifying Household Income. If a Qualifying Household occupying an Affordable Unit no longer qualifies under the income requirements, as verified pursuant to Section 3.7.3, that household may then be charged market rate rent to the extent that the Project includes market rate Residential Units, except as may be otherwise required under the rules governing the low income housing tax credits or other state or federal affordable housing programs if applicable to the Project. If this occurs, any currently vacant Residential Unit within the Project of similar size as the Affordable Unit in question shall then be designated as an Affordable Unit, and the Owner shall immediately attempt to secure tenants in accordance with this Agreement. The Owner is required to maintain at all times during the Term the minimum number of Affordable Units identified in Section 3.3 of this Agreement. If the Project is regulated under the federal or state low-income housing tax credits program or other state or federal affordable housing programs, the rules regarding over-income tenants for the applicable program(s) shall apply instead of the other provisions of this Section 3.7.4.

3.7.5 Evidence. For purposes of this Section, Owner may conclusively rely upon the evidence of the age of a person as presented in a valid California Driver's License or other form of identification issued by the State of California or the United States Government that includes a date of birth and a photograph of the subject person. All such verification information shall only be obtained by Owner after obtaining the Qualifying Household's written consent for the release of such information to Owner. Failure to consent in writing to the release

of such income verification information to Owner may disqualify the Qualifying Household for occupancy of an Affordable Unit or be grounds for termination of Qualifying Household's occupancy of an Affordable Unit.

3.8 Monitoring Program. Owner shall prepare and submit to the Director a monitoring program that identifies the person or entity responsible for certifying the income of Qualifying Households, determining Affordable Rent, maintaining the required number of Affordable Units as set forth in Section 3.3 of this Agreement, and marketing and filling vacancies in the Affordable Units. The Affordable Units shall thereafter be marketed, leased and monitored in accordance with the monitoring program as the same may be amended from time to time with the Director's prior written approval, which approval shall not unreasonably be withheld.

3.9 Owner Covenant Regarding Lease of Affordable Units. Owner, for itself, its successors, assignees and affiliates, covenants and agrees that, when the Affordable Units are rented or leased, the rental or lease of the Affordable Unit shall be accomplished through a written lease agreement and all of the following restrictions shall apply:

3.9.1 Incorporation of Density Bonus Housing Agreement. Owner shall provide a legible copy of this Agreement to each prospective tenant of each Affordable Unit, prior to entering into a lease with such tenant. The leases for the Affordable Units shall expressly state that the leases are subject and subordinate to this Agreement and shall incorporate each and every provision of this Agreement, either expressly or by reference.

3.9.2 Ineligible Occupants. Owner shall not lease an Affordable Unit to any occupant with any family relationship to Owner or who owns, directly or indirectly, any interest in the Project or the Property. For purposes of this section, indirect ownership by an individual shall mean ownership by a family member, ownership by a corporation, partnership, estate or trust in proportion to the ownership or beneficial interest in such corporation, partnership, estate or trust held by the individual or a family member, and ownership, direct or indirect, by a partner of the individual.

3.9.3 Prohibited Provisions. The lease for each Affordable Unit shall not contain any of the following provisions:

(a) An agreement by the Qualifying Household to admit guilt or to not oppose the entry of a judgment in favor of the Owner in a lawsuit brought in connection with the lease;

(b) An agreement by the Qualifying Household that the Owner may take, hold or sell personal property of any member(s) of the Qualifying Household, without notice to the Qualifying Household and a court decision on the respective rights of the Owner and the member(s) of the Qualifying Household, other than an agreement by the Qualifying

Household concerning disposition of personal property remaining in the Affordable Unit after the Qualifying Household has moved out of the Affordable Unit;

(c) An agreement by the Qualifying Household not to hold the Owner or its agents legally responsible for any action or failure to act, whether intentional or negligent;

(d) An agreement by the Qualifying Household that the Owner may institute a lawsuit, involving or affecting the Qualifying Household or any of the Qualifying Household's members, without notice to the Qualifying Household or any affected member;

(e) An agreement by the Qualifying Household that the Owner may evict the Qualifying Household or any of the Qualifying Household's members without instituting a civil court proceeding in which the Qualifying Household or any affected member of the Qualifying Household has an opportunity to present a defense, or before a court decision on the respective rights of the Owner and the Qualifying Household or any affected member of the Qualifying Household;

(f) An agreement by the Qualifying Household to waive any right to a trial by jury;

(g) An agreement by the Qualifying Household to waive the Qualifying Household's right to appeal or to otherwise challenge a court decision in connection with the lease;

(h) An agreement by the Qualifying Household to pay attorney's fees or other legal costs, even if the Qualifying Household wins in a court proceeding by the Owner against the Qualifying Household; provided, however, the Qualifying Household may be obligated to pay reasonable attorney's fees and other legal costs, if the Qualifying Household loses such a legal action; and

(i) An agreement by the Qualifying Household to pay one (1) or more security deposits (or the equivalent) totaling in excess of the amount of one month's rent for such Affordable Unit.

3.10 Maintenance of Affordable Units. Subject to the rights of tenants, Owner shall (a) maintain and operate the interior and exterior of the Project and all Residential Units on the Property in a decent, safe and sanitary manner, and in accordance with the standard of maintenance of first class multifamily rental developments within Riverside County; (b) make any required repairs or provide any required cleanup; and (c) provide the Affordable Units with the same levels of services and maintenance as are provided to the other Residential Units on the Property.

3.11 No Sublease. Subletting of an Affordable Unit shall be prohibited.

3.12 Retention of Project Records. The Owner shall prepare and maintain complete and accurate Project Records for so long as this Agreement remains in effect. The Owner shall, at all times following the initial lease of the Affordable Units, maintain, safe and intact, all of the Project Records for a period of not less than six (6) years from the generation of such Project Records. From time to time, upon request from the City, the Owner shall make all Project Records, whether in the custody or control of the Owner or its Affiliates, available to the City, the City's auditor, representative or agent for examination and copying at any reasonable time, on fifteen (15) calendar days advance notice.

3.13 Annual Report. Owner shall maintain complete and accurate records pertaining to the Affordable Units, and shall prepare and provide the Director with a written annual report by March 31st of each calendar year. The annual report shall include the name, address and annual income of each Qualifying Household occupying each Affordable Unit and the size (bedroom count) and monthly rent of each Affordable Unit. Failure to file the annual report shall constitute a default under Section 3.20 of this Agreement.

3.14 Continuous Operation Covenant. Owner covenants and agrees to, for the benefit of City, cause the Project to be continuously operated in accordance with the provisions of this Agreement for the length of the Term.

3.15 Federal and State Laws. Notwithstanding anything herein to the contrary, nothing contained herein shall require Owner or City to do anything contrary to or refrain from doing anything required by federal and state laws or regulations applicable to the construction, management, maintenance, and rental of moderate, low and very low income housing units in the City of Corona.

3.16 Prohibition Against Discrimination. Owner shall not discriminate against any Qualifying Household or potential tenant on the basis of sex, color, race, religion, ancestry, national origin, age, pregnancy, marital status, family composition, sexual orientation, or the potential or actual occupancy of minor children. Owner further agrees to take affirmative action to ensure that no such person is discriminated against for any of the above mentioned reasons.

3.17 Indemnification. Owner shall defend, indemnify and hold harmless City and its officers, agents, employees, representatives, and volunteers (collectively, "Indemnitees") from and against any loss, liability, claim or judgment relating in any manner to this Agreement. Owner shall not be required to indemnify and hold harmless Indemnitees for liability attributable to any local preference in this Agreement, the active negligence or willful misconduct of Indemnitees, provided such active negligence is determined by agreement between the parties or by the findings of a court of competent jurisdiction. In instances where an Indemnitee is shown to have been actively negligent and where Indemnitees' active negligence accounts for only a percentage of the liability involved, the obligation of Owner will be for that entire portion or percentage of liability not attributable to the active negligence of Indemnitees.

3.18 City's Right to Inspect Affordable Units and Documents. Subject to the rights of tenants, City may inspect the Affordable Units during normal business hours, upon 48 hours' notice, for so long as this Agreement remains in effect, to determine Owner's compliance with this Agreement.

3.19 Agreement to be Recorded; Covenants Run with the Land; Priority. This Agreement shall be recorded within ten (10) days of the Effective Date in the Official Records of Riverside County, California, as senior, non-subordinate covenants and as an encumbrance running with the land for the full Term of this Agreement and shall pass to and be binding upon Owner and all parties having any interest in the Project and/or the Property for the benefit of City and Qualifying Households. In no event shall this Agreement be made junior or subordinate to any deed of trust or other documents providing financing for the construction or operation of the Project, or any other lien or encumbrance whatsoever for the entire Term of this Agreement. Nor shall this Agreement be made junior or subordinate to any extension, amendment, or modification of any lien or encumbrance recorded against the Property prior to the date hereof. Prior to recordation of this Agreement, Owner shall provide City with evidence satisfactory to the City that all deeds of trust, liens, encumbrances, or other documents recorded against the Property prior to the Effective Date have been or will be subordinated to this Agreement, at Owner's sole cost and expense. Each and every contract, deed, lease or other instrument covering, conveying or otherwise transferring the Property or any interest therein, as the case may be (each a "Contract"), shall conclusively be held to have been executed, delivered and accepted subject to this Agreement regardless of whether the other party or parties to such Contract have actual knowledge of this Agreement.

3.20 Default. Failure or delay by either Party to perform any term or provision of this Agreement, which is not cured within thirty (30) days or such longer time as is reasonably necessary to complete the cure after receipt of notice from the other Party, constitutes a default under this Agreement. The party who so fails or delays must immediately commence to cure, correct or remedy such failure or delay, and shall complete such cure, correction or remedy with due diligence. The injured party shall give written notice of default to the Party in default specifying the default complained of by the injured Party. Except as required to protect against further damages, the injured Party may not initiate proceedings against the Party in default until thirty (30) days or such longer time as is reasonably necessary to complete the cure after giving such notice. Failure or delay in giving such notice shall not constitute a waiver of any default, nor shall it change the time of default.

3.21 Remedies.

3.21.1 <u>All Remedies Available</u>. A default hereunder shall give the non-defaulting Party the right to proceed with any and all remedies available at law or equity. Such remedies may include an action for damages, an action or proceeding for specific performance, and/or an action or proceeding for injunctive relief. Such actions or proceedings may require the defaulting Party to pay damages, to perform its obligations and covenants under this Agreement,

and to enjoin or cease and desist from acts which may be unlawful or in violation of the provisions of this Agreement.

3.21.2 Revocation of Permits. City may institute any appropriate legal actions or proceedings necessary to ensure compliance with this Agreement, including but not limited to:

(a) Actions to revoke, deny or suspend any permits and/or certificate of occupancy; and

(b) Actions for injunctive relief or damages.

3.21.3 Municipal Code Violation. It is agreed and understood that the covenants to maintain the Affordable Units as set forth herein are a requirement of CMC Chapter 17.87 and as a condition to receiving the Density Bonus and the concessions and waivers described in Section 2.4 of this Agreement, Owner agrees that a breach of the covenants to maintain the Affordable Units for the Term constitutes a violation of the CMC, subject to enforcement by all legally available means.

3.21.4 Excessive Rent Charge. It shall constitute a default for the Owner to charge or accept for any Affordable Unit rent amounts in excess of the Affordable Rent, to fail to rent an Affordable Unit to a Qualifying Household as required by Section 3.3 of this Agreement, or to otherwise rent an Affordable Unit to a tenant that does not qualify as a Qualifying Household ("Excessive Rent Default"). In the event of an Excessive Rent Default, in addition to any other legal or equitable remedy that the City shall have for such default, the Owner shall be required to pay to the applicable tenant an amount equal to the total rent received from the tenants occupying such Affordable Unit during the three (3) years prior to the discovery of the Excessive Rent Default or for the remaining Term of this Agreement, whichever period is shorter ("Default Rent Payment"). The Default Rent Payment may be paid to the tenant in equal monthly installments or rent credits for a period of thirty-six (36) months or the period of time elapsed under this Agreement prior to the Excessive Rent Default provided that interest at the maximum rate allowable for judgments shall accrue until the Default Rent Payment is paid in full.

3.22 Expiration of Density Bonus. The Density Bonus permitted by this Agreement shall be implemented and utilized and the Affordable Units constructed within twenty-four (24) months of the Effective Date or within the time limit that applies to the other Project Approvals or as set forth in the Schedule of Performance, whichever is longer ("Density Bonus Deadline"). If the Density Bonus is not implemented and utilized by the Density Bonus Deadline, the Density Bonus and this Agreement shall become null and void and of no further force or effect unless Owner submits an application requesting an extension prior to the Density Bonus Deadline, which extension may be approved by the Director upon a finding of unavoidable delay.

3.23 General Provisions.

3.23.1 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective Parties at the following address, or at such other address as the respective Parties may provide in writing for this purpose:

Owner:

Second Street Family LP
c/o OHDC Second Street Family
414 E. Chapman Avenue
Orange, CA 92866
Attn: Chief Executive Officer

City:

City of Corona
400 South Vicentia Avenue
Corona, CA 92882
Attn: Planning & Development Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the Party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.23.2 Governing Law; Government Code Claim Compliance. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.23.3 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.23.4 No City Responsibility for Project. City shall have no responsibility for the construction, installation, management, operation or maintenance of the Project.

3.23.5 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the Parties.

3.23.6 Amendment; Modification. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.23.7 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

3.23.8 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.23.9 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.23.10 Attorney's Fees. If either Party commences an action against the other Party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing Party in such litigation shall be entitled to have and recover from the losing Party reasonable attorney's fees and all other costs of such action.

3.23.11 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.23.12 Entire Agreement. This Agreement contains the entire Agreement of the Parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both Parties.

3.23.13 Enforcement. City shall have the power to enforce this Agreement and no other person or entity shall have any right or power to enforce any provision of this Agreement on behalf of City, or to compel City to enforce any provision of this Agreement against Owner, the Project, the Property or any Residential Unit, including the Affordable Units.

[SIGNATURES ON NEXT 2 PAGES]

CITY'S SIGNATURE PAGE FOR

CITY OF CORONA
DENSITY BONUS HOUSING AGREEMENT FOR RENTAL HOUSING
WITH SECOND STREET FAMILY LP
(SECOND STREET FAMILY APARTMENTS)
CMC CHAPTER 17.87

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the date first written above.

CITY OF CORONA

By: _____
[***INSERT NAME***]
[***INSERT TITLE***]

Attest:

_____
[***INSERT NAME***]
City Clerk

[***INSERT OTHER SIGNATURE BLOCKS AS NEEDED, INCLUDING CITY ATTORNEY AND RECOMMENDING EMPLOYEES***]

OWNER'S SIGNATURE PAGE FOR

CITY OF CORONA
DENSITY BONUS HOUSING AGREEMENT FOR RENTAL HOUSING
WITH SECOND STREET FAMILY LP
(SECOND STREET FAMILY APARTMENTS)
CMC CHAPTER 17.87

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the date first written above.

DEVELOPER:

SECOND STREET FAMILY LP,
a California limited partnership

By: OHDC Second Street Family LLC,
a California limited liability company,
its managing general partner

By: Orange Housing Development Corporation,
a California nonprofit corporation,
its sole member and manager

By: _____
Eunice Bobert, Chief Executive Officer

By: C&C Second Street Family LLC,
a California limited liability company,
its administrative general partner

By: C & C Development Co., LLC,
a California limited liability company,
its sole member and manager

By: _____
Todd R. Cottle, Trustee of the 2007 Todd R. Cottle and Jennifer N. Cottle Revocable Trust,
its member

EXHIBIT "A"

LEGAL DESCRIPTION AND DEPICTION OF THE PROPERTY

[*INSERT AFTER LLA RECORDED***]**

EXHIBIT "B"

IDENTIFICATION OF AFFORDABLE UNITS

The Affordable Units subject to this Agreement are indicated in the table below.

NUMBER OF UNITS AND UNIT TYPE	**ELIGIBLE INCOME GROUP**
5 Studios	Low Income
14 One-Bedrooms	Low Income
37 Two-Bedrooms	Low Income
35 Three Bedrooms	Low Income
1 Studio	Moderate Income
4 One-Bedrooms	Moderate Income
9 Two-Bedrooms	Moderate Income
9 Three Bedrooms	Moderate Income
Total: 114 Affordable Units	

EXHIBIT "C"

SCHEDULE OF PERFORMANCE

Date	Task
Day 1	Receipt of California Debt Limit Allocation Committee ("CDLAC") Tax-Exempt Bond Allocation and TCAC Tax Credit Reservation
Day 180 or 194	TCAC Deadline to Commence Construction and, if applicable, CDLAC Deadline to Issue Tax-Exempt Bonds as set forth in CDLAC Resolution Allocating Tax-Exempt Bonds to Project, as may be revised from time to time
30 months after Commencement of Construction	Completion of Construction.

Second Street Family LP

July 1, 2024

Ms. Rocio Lopez
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

RE: Second Street Family Density Bonus Request – 115 unit Affordable Housing Development (AHD2023-0002)

Ms. Lopez:

The 115-unit affordable family project, Second Street Family project would like to request a Density Bonus Agreement under the City's Affordable Housing & Density Bonus Program. The creation of 115 affordable housing units will serve as a cornerstone for the local housing market, offering not only a place to live but a place to thrive for many individuals and families in need.

While the project's 33.24 du/Acre are below the maximum allowable of 36 du/Acre within the R-3 zoning, the project is still requesting a Density Bonus Agreement. The utilization of a Density Bonus Agreement will allow the development to compete more competitively for various affordable housing financing sources.

Per Government Code Section 65915(e)(1), we are requesting are requesting the following development standard waivers for the project:

1. Reduction in Front Yard Setback (Buena Vista Avenue)
    a. The project is requesting a waiver from the required 25-foot front yard setback. The project proposes a minimum 4.5-foot front yard setback.
    b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
    c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasibly as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
    d. The waiver is needed because the CMC R-3 zoning standard requires a 25' setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 25' setback is required.

2. Reduction in Street Side Yard Setback (2nd Street)
    a. The project is requesting a waiver from the required 15' street side yard setback.

EXHIBIT 4

The project proposes a minimum 4.5-foot street side yard setback.

b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasibly as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
d. The waiver is needed because the CMC R-3 zoning standard requires a 15' setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 15' setback is required.

3. Reduction in Interior Side Yard Setback

a. The project is requesting a waiver from the required 10-foot interior side yard setback. The project proposes a 1' 8 ¼" interior side yard setback.
b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasibly as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
d. The waiver is needed because the CMC R-3 zoning standard requires a 10' interior side yard setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 10' interior setback is required.

4. Reduction in Rear Yard Setback

a. The project is requesting a waiver from the required 10-foot rear yard setback. The project proposes a minimum 3-foot rear yard setback.
b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasibly as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
d. The waiver is needed because the CMC R-3 zoning standard requires a 10' rear yard setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 10' rear yard setback is required.

5. Reduction in Parking Stall Depth (from 20 feet to 17 feet)

a. The project is requesting a waiver from the required 20' parking stall depth. The

project proposes 17' to 18' deep stalls with overhangs ranging from 1'-8 ¼" to 2.5' to.

b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the parking depth, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.

c. The parking stall standards are infeasible because the stall depth would render the project physically infeasibly as currently designed. To meet the parking stall depths, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.

d. The waiver is needed because the CMC parking stall standard requires a 20' stall depth. The project cannot be physically built at the current density without incurring significant increases in costs, if a 20' stall is required.

6. Reduction in Required CMC Parking Standards

a. The CMC Multiple Family parking standards from Section 17.76.30 (A)5 is as follows:

TYPE OF USE	***NUMBER OF REQUIRED SPACES***
5. Multi-family: a. Studio or single bedroom unit b. Two bedroom unit c. Three or more bedroom unit	a. 2 covered spaces/unit, plus 1 uncovered guest space/5 units b. 2 covered spaces/unit, plus 1 uncovered guest space/5 units c. 2 covered and 1 uncovered spaces/unit, plus 1 uncovered guest space/5 units See § 17.76.010(H)

b. The CMC Multiple Family parking standards from Section 17.76.30 (A)5 require the following parking:

Unit Type	Number of Units	Parking Requirement (including covered)	Total Spaces
Studio	6	2	12
1BR	18	2	36
2BR	46	2	92
3BR	45	3	135
Guest	115	.2	23
		Total Required	**298**

c. Per Government Code Section 65915(p)(1), the required parking based upon State Density Bonus is 161:

Unit Type	Number of Units	Parking Requirement	Total Spaces
Studio	6	1	6
1BR	18	1	18
2BR	46	1.5	69
3BR	45	1.5	68
		Total Required	**161**

7. Reduction in Required CMC Covered Parking

   a. The CMC Multiple Family parking standards from Section 17.76.30 (A)5 require the following covered parking:

Unit Type	Number of Units	Parking Requirement	Total Spaces
Studio	6	2	12
1BR	18	2	36
2BR	46	2	92
3BR	45	3	135
		Total Required	**275**

   b. The project is requesting a waiver from the required 275 covered parking standard from CMC Section 17.76.30(A)5. The project proposes 33 covered parking spaces.
   c. The CMC covered parking standards are infeasible because the project would incur a significant cost increase to provide covered parking. The project is providing 33 garage parking spaces.
   d. The waiver is needed because the CMC parking standards require 275 covered spaces. The project cannot be completed within the current budget without incurring significant cost increases and would thus render the project infeasible.

8. Reduction in Required State Density Bonus Law Parking from 161 to 154 spaces.

   a. The project is requesting a waiver from the required 161 parking spaces to 154 provided spaces Per Government Code Section 65915(p)(1), the required parking based upon State Density Bonus is 161:

Unit Type	Number of Units	Parking Requirement	Total Spaces
Studio	6	1	6
1BR	18	1	18
2BR	46	1.5	69
3BR	45	1.5	68
		Total Required	**161**

The project is proposing a parking ratio of 1.34 spaces per unit. Based upon our experience in the City of Corona, this will be adequate. We conducted a parking study of our Citrus Circle affordable family project that is located adjacent to this project. The Citrus Circle Apartments has 109 spaces available for 61 units. We calculated the number of cars that residents are parking onsite. The result is that we have 74 spaces being used for 61 units, a ratio of 1.21 spaces per unit. In addition, a parking demand study will be provided to justify the reduced parking. Per Government Code Section 65915(p)(5), the Applicant is requesting a waiver for reduced parking from 161 to 154 spaces. The project would incur additional costs related to building a parking structure to accommodate the additional spaces and would thus render the project financially infeasible.

9. Reduction in Building Court Distances, Front Yard (Section 17.24.100(C)(c)

    a. The project is requesting a waiver from required 40-foot courtyard requirements between Buildings 2 and 4 and the 30-foot courtyard requirements between Buildings 1 and 4. The project proposes a 15-foot courtyard between Buildings 2 and 4 and a 20' courtyard between Buildings 1 and 4.
    b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the courtyard requirements, the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure.
    c. The R-3 zoning standards are infeasible because the courtyard standard would render the project physically infeasibly as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure.
    d. The waiver is needed because the CMC R-3 zoning standard requires a 40' courtyard between Buildings 2 and 4 and a 30' courtyard between Buildings 1 and 4. The project cannot be physically built at the current density without incurring significant increases in costs, if the 40' courtyard between Buildings 2 and 4 and 30' courtyard between Buildings 1 and 4 are required..

10. Deviation from maximum wall height (Section 17.70.060 (C)

    a. The property shares its Southerly property line with the Corona-Norco Unified School District. The property to the South is a maintenance/storage yard and the school district has installed razor wire topped chain link fences. For the safety of the future residents and aesthetics, the project would like to utilize an 8' solid wall. The CMC currently allows up to an 8-foot high wrought iron fence.

11. Reduction from required Studio unit 600 square foot minimum

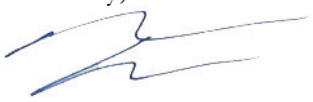
    a. The project is requesting a waiver of the CMC's requirement for a minimum 600 square foot studio unit size.
    b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. The project proposes 588 square foot studio units.
    c. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the unit size minimum, the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure and increase building costs.
    d. The R-3 zoning standards are infeasible because the unit size minimum would render the project physically infeasibly as currently designed. To meet the unit size minimum, the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure as well as increased building costs.
    e. The waiver is needed because the CMC R-3 zoning standard requires studio units to be a minimum of 600 square feet. The project cannot be physically built at the

current density without incurring significant increases in costs, if the 600 square foot minimum is required.

Per Chapter 17.87.040 of the Corona Municipal Code, the project will utilize the City's standard Density Bonus Agreement form. This agreement will ensure that the project will maintain compliance with the State Density Law.

Once again, thank you for your time and the opportunity to contribute to the betterment of the City of Corona.

Sincerely,



Todd Cottle

Project Conditions
City of Corona

Project Number: AHDB2023-0002

Description: **115 Affordable MFR Units**

Applied: **12/28/2023**

Approved:

Site Address: **SWC Buena Vista & 2nd ,**

Closed:

Expired:

Status: **RECEIVED**

Applicant: **Second Street Housing LP**

Parent Project:

,

Details:

LIST OF CONDITIONS	
DEPARTMENT	**CONTACT**
PLANNING	

1. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances, including the payment of all required fees.
2. AHDB2023-0002 shall be utilized within the time specified in the density bonus housing agreement or within the time limit that applies to any other discretionary or ministerial entitlement application required for the housing development, whichever is longer. If the approved density bonus application is not utilized within such time period, it shall become null and void and of no effect except, where an application requesting an extension is filed prior to the expiration date, which extension may be approved by the Director upon a finding of unavoidable delay.
3. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
4. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.

EXHIBIT 5

CITY OF CORONA
MITIGATED NEGATIVE DECLARATION

NAME AND DESCRIPTION OF PROJECT:

PP2023-0010: Precise Plan to review the site plan, architecture, perimeter walls/fencing and landscaping for a 115-unit multiple family affordable housing development project totaling 153,205 square feet on 3.46 acres in the MP (Mobile Home Park) and R-3 (Multiple Family Residential) zones.

AHDB2023-0002: Affordable Housing & Density Bonus Program application to review 115 affordable housing units proposed as part of a new multiple family affordable housing development on 3.46 acres in the MP (Mobile Home Park) and R-3 (Multiple Family Residential) zones.

PROJECT LOCATION:

South of 2nd Street and west of Buena Vista Avenue (Assessor's Parcel Numbers: 118-270-051, 118-270-053, 118-270-055).

ENTITY OR PERSON UNDERTAKING PROJECT:

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

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

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

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

Date:_____

_____
Mayor
City of Corona

Date filed with County Clerk: _____

EXHIBIT 6

CITY OF CORONA
INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE: 115-Unit Second Street Family Project

- Precise Plan (PP2023-0010)
- Affordable Housing Density Bonus (AHDB2023-0002)

PROJECT LOCATION: The project site is located south of 2nd Street and west of Buena Vista Avenue. The 3.46-acre project site consists of three parcels, Assessor's Parcel Numbers (APNs) 118-270-051, 118-270-053, 118-270-055. The Project's location is depicted on Figure 1, *Regional Location Map*, and Figure 2, *Local Vicinity Map*.

PROJECT PROPONENT:

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

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

PROJECT DESCRIPTION:

Project Overview

Second Street Housing LP is proposing to develop 3.46 acres into a multiple family residential development consisting of 115 affordable units. The development consists of four detached, 3-story buildings: Building 1 (15-plex), Building 2 (45-plex), Building 3 (26-plex) and Building 4 (29-plex). The development also includes associated parking, a laundry facility, community building, children's play area and pool with a pool building. Development of the proposed Project requires the review and approval of a Precise Plan application, PP2023-0010.

The Project is proposed as a 100% affordable project and will be developed pursuant to the density bonus requirements in Chapter 17.87 (Density Bonus Housing Agreements and Development Agreement) of the Corona Municipal Code and California Government Code Sections 65915 through 65918, also known as the "State Density Bonus Law". With the exception of the managers unit, the units within the Project will be restricted to rental income limits at the affordability levels of 30% (extremely low), 50% (very low), and 80% (low) of the Median Family Income, as published by the California Department of Housing and Community Development. The Project includes an Affordable Housing Density Bonus application (AHDB2023-0002), which, compliant with the State Density Bonus Law, allows up to four incentives or concessions and unlimited number of development standard waivers. Units within the Project, except for the manager's unit, will be restricted to their level of affordability for the 55-year term in perpetuity by a recorded document and by the executed Density Bonus Agreement between the developer and the City of Corona.

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

The Project site is comprised of three contiguous parcels (APNs 118-270-051, 118-270-053 and 118-270-055) totaling 4.18 acres. Refer to Table 1 below. A lot line adjustment will be processed to convert the three parcels into two separate parcels. One parcel is 3.46 acres which will be developed with the proposed Project. The second 0.72-acre parcel will be developed into 25 permanent supportive housing units, which is a separate project and is being analyzed separately for CEQA purposes.

Table 1: Existing and Proposed Zoning and General Plan of Project Site

APN	Acreage	Existing Zoning	Existing General Plan Designation	Proposed Zoning
118-270-051	0.01	R-3	HDR	N/A
118-270-053	0.16	R-3	HDR	N/A
118-270-055	4.01	MP	HDR	R-3
Total	**4.18**			

Two of the parcels (APNs 118-270-051 and 118-270-053) are currently zoned R-3, which is a multiple family residential zone, and has a land use designation of High Density Residential (HDR) per the City's General Plan land use map. The third parcel (APN 118-270-055) is currently zoned Mobile Home Park (MP) and has an HDR designation per the General Plan land use map.

A change of zone for the MP zoned parcel is not required in order to facilitate the Project because the Project is being developed per the regulations established by the State Density Bonus Law, which allows qualifying affordable housing developments to be developed at the highest density allowed under the zoning ordinance, specific plan or land use element of the General Plan [Gov. Code § 65915, subd. (o)(6)]. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the Genera Plan, the greater density shall prevail. In the case of the proposed Project site, the City's Zoning Ordinance currently establishes a maximum allowable density of eight (8) mobile homes per gross acre for the MP zone. The General Plan's HDR designation establishes a maximum allowable density of 36 du/ac. Since the HDR allows a greater density than the MP zone, the 36 du/ac density limit prevails, and thus, the Project is allowed to be developed under the density allowed by the HDR designation regardless of the density restriction under the MP zoning. The Project's density on the 3.46-acre site is 33.2 du/ac.

Furthermore, per the Housing Accountability Act (aka Senate Bill 330), if a proposed housing development is consistent with the General Plan but the zoning for the project is inconsistent with the General Plan, the local agency (City of Corona), may require the project to comply with the objective standards and criteria of the zoning which is consistent with the General Plan. In the case of the proposed Project, the Project is allowed to be developed per the objective standards and criteria established for the R-3 zone, because the R-3 zone is a multiple family residential zone which permits the Project and is consistent with and implements the HDR designation.

The Project will be developed in a single phase, with an anticipated opening year of 2026.

Project Features

Development Summary

The maximum height of the residences would be three (3) stories (35 ½ feet), measured from finish grade to the roof structure, not including tower elements or parapet walls. Project elevations would include a variety of architectural elements such as articulated massing and finish material palettes and have design characteristics consistent with Spanish Mediterranean architecture. The Project plan is shown in Figure 7, *Architectural Site Plan,* and conceptual colored elevations of the Project are shown in Figure 8, *Elevations*. Table 2 provides a summary of the proposed floor plans.

Table 2: Unit Summary

Unit Type	Bedrooms	Bathrooms	Unit Square Footage	Total Unit Types
1	1	1	764	18
2	2	1	939	46
3	3	2	1,115	45
4	Studio	1	601	6
TOTAL				115

Recreation and Open Space

The Project would provide approximately 26,695 square feet of common outdoor recreational space. Recreational amenities proposed include a pool, pool house and children's play area in the center of the Project site. Access to these facilities would be limited and solely available to the residents of the Project via the surrounding buildings.

Fences and Walls

The Project would include construction of an 8-foot-high split face block wall along the southern property line, an 8-foot-high tubular steel fence with split face block pilasters along the western property line and a 60-inch-high combination wall consisting of 36-inch split face block and 24-inch tubular steel along the northern and eastern property lines.

Lighting

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

Access and Circulation

The main access to the Project site would be from a proposed 28-foot-wide full access driveway from Buena Vista Avenue, a public road along the eastern portion of the Project site. Secondary

access is provided from a 28-foot driveway on 2nd Street that will be limited to right-out access only (to be gated for egress traffic only). Regional access to the Project site is available from the SR-91 Freeway via Lincoln Avenue.

Parking

The Project would provide a total of 154 parking spaces, 33 spaces in private garages and 121 uncovered on-site spaces.

Landscaping

The Project would install approximately 31,643 square feet of new drought-tolerant low water use ornamental landscaping throughout the site (see Figure 9, Landscaping Plan). Landscaping would include a variety of trees, such as: *Chinese Pistache, African Fern Pine, Coast and Southern Live Oaks, African Sumac Brisbane Box, Chinese Elm and Mexican Fan Palm*.

Infrastructure Improvements

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

- **Gas and Electric** – The Project would install underground electric lines that would connect to existing infrastructure in Buena Vista Avenue. Electricity would be provided to the Project by Southern California Edison (SCE).
- **Water and Sewer** – The Project will connect to the existing 12-inch water line in 2nd Street and Buena Vista Avenue and the 12-inch sewer line in 2nd Street.
- **Stormwater Drainage** – The Project would install a 4'x15', a 8'x12', and (2) 4'x8' biofiltration stormwater treatment systems. The proposed system would capture, treat, and slow stormwater runoff for the 85th percentile, 24-hour storm.

Construction

Construction was estimated for a 333 working-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 Buena Vista Avenue. Table 3 lists the anticipated construction schedule.

Table 3: Anticipated Construction Schedule

Construction Phase	Working Days
Site Preparation	5
Grading	8
Building Construction	230
Paving	18
Architectural Coatings	18
Total	**279**

Source: Page 73 of Air Quality/Greenhouse Gas Report

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

Operation

The proposed Project would operate as a multiple family residential community. Typical operational characteristics would include residents and visitors traveling to and from the site, leisure and maintenance activities occurring on the property and in the on-site recreational facilities, and general maintenance of common areas. Low levels of noise and a moderate level of artificial exterior lighting typical of a multiple family residential community are expected.

ENVIRONMENTAL SETTING:

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

On-site and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 4.

Table 4: Land Uses, General Plan Land Use Designations, and Zoning Classifications

Location	Current Land Use	General Plan Land Use/ Zoning Designations
Project Site	Vacant land	High Density Residential (HDR) / MP (Mobile Home Park) and R-3 (Multiple Family Residential)
North	SR-91 Freeway, with Residential Development to the north	Medium Density Residential (MDR) / MP (Mobile Home Park) and R-1-7.2 (Single Family Residential)
South	Orange Grove High School	School (S) / School (S)
East	Multiple Family Residential Development	High Density Residential (HDR) / R-3 (Multiple Family Residential)
West	Commercial Development	General Commercial (GC) / C-3 (General Commercial)

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

Site Description

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

Site Surroundings

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

North: The area north of the Project site is developed with the SR-91. Located beyond SR-91 to the north are properties designated as Medium Density Residential (MDR) on the General Plan land use map and zoned MP (Mobile Home Park). The existing land uses to the north of SR-91 consist of a mobile home park and single family residential land uses.

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

East: The area east of the Project site is designated as High Density Residential (HDR) on the General Plan land use map and zoned R-3 (Multiple Family Residential). The area is developed with a multiple family residential development.

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

GENERAL PLAN \ ZONING:

The Project site is comprised of three parcels that have a General Plan designation of HDR, which allows 15-36 dwelling units per acre (du/ac). The Project proposes to develop 3.46 acres with 115 units, resulting in a density of 33.24 du/ac, which is consistent with allowable density range of 15-36 du/ac established by the General Plan for the HDR designation.

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

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

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

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

NATIVE AMERICAN CONSULTATION

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

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

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

STAFF RECOMMENDATION:

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

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

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

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: June 1, 2024 Prepared By: Rocio Lopez, Consulting Planner

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

AGENCY DISTRIBUTION

(check all that apply)

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

UTILITY DISTRIBUTION

_____ Southern California Edison

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

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

Figure 1: Regional Location

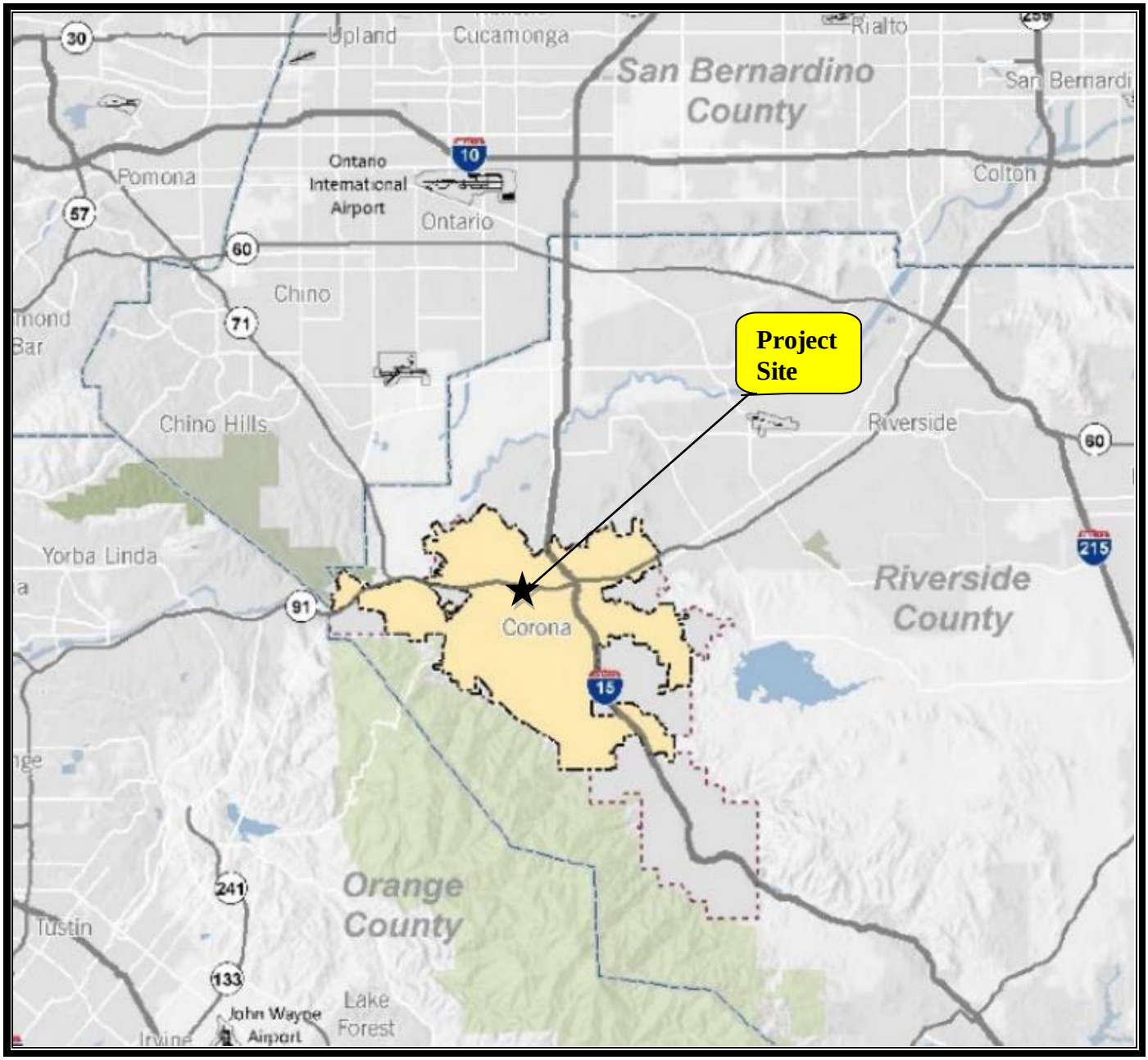


Figure 2: Local Vicinity

Figure 3: Aerial view

Figure 4a. Existing Site Photos

View Looking West from NE corner of Property

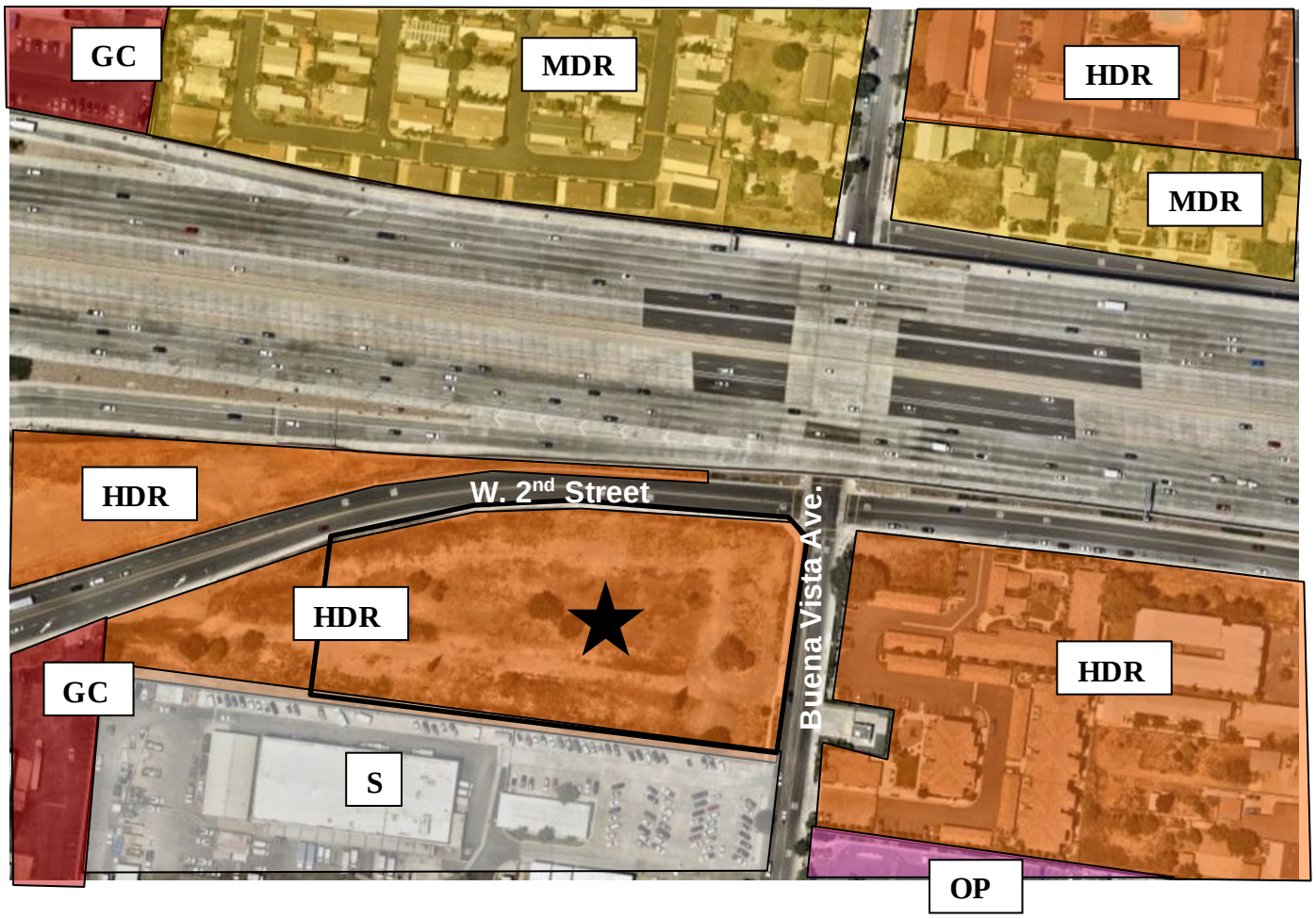
View Looking West along North Side of Property

Figure 4b: Existing Site Photos

View Looking Southeast from NWC of Property

View Looking North from South of Property

Figure 5: Existing General Plan Land Use Designations



HDR (High Density Residential)

MDR (Medium Density Residential)

S (School)

OP (Office Professional)

GC (General Commercial)

Figure 6: Existing Zoning

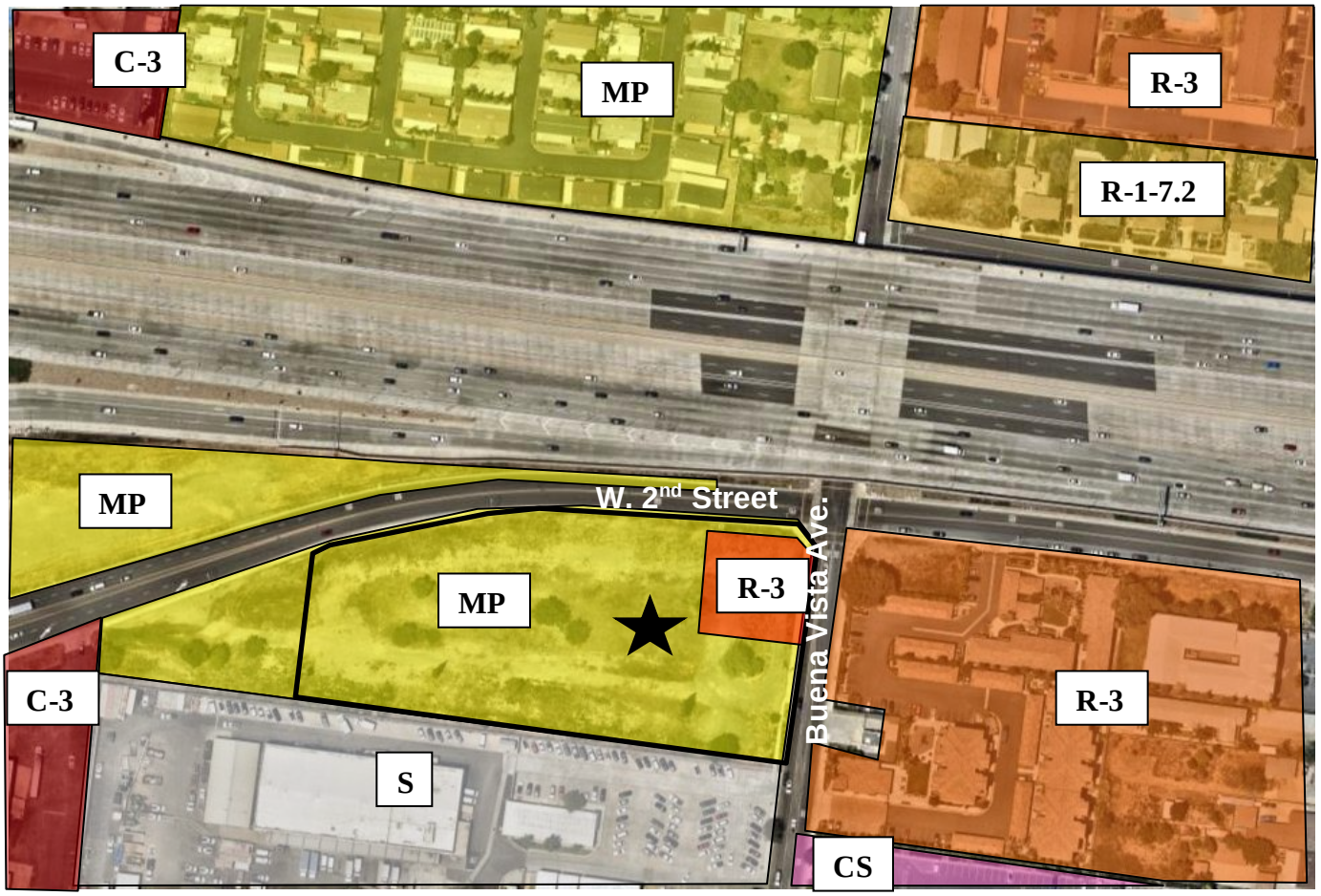


Figure 7: Architectural Site Plan

Figure 8: Elevations

BLDG 1
SOUTH ELEVATION

BLDG 1
EAST ELEVATION

BLDG 1
WEST ELEVATION

BLDG 1
NORTH ELEVATION

KEYNOTES:

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

Figure 9: Landscape Plan

Figure 10: Conceptual Grading

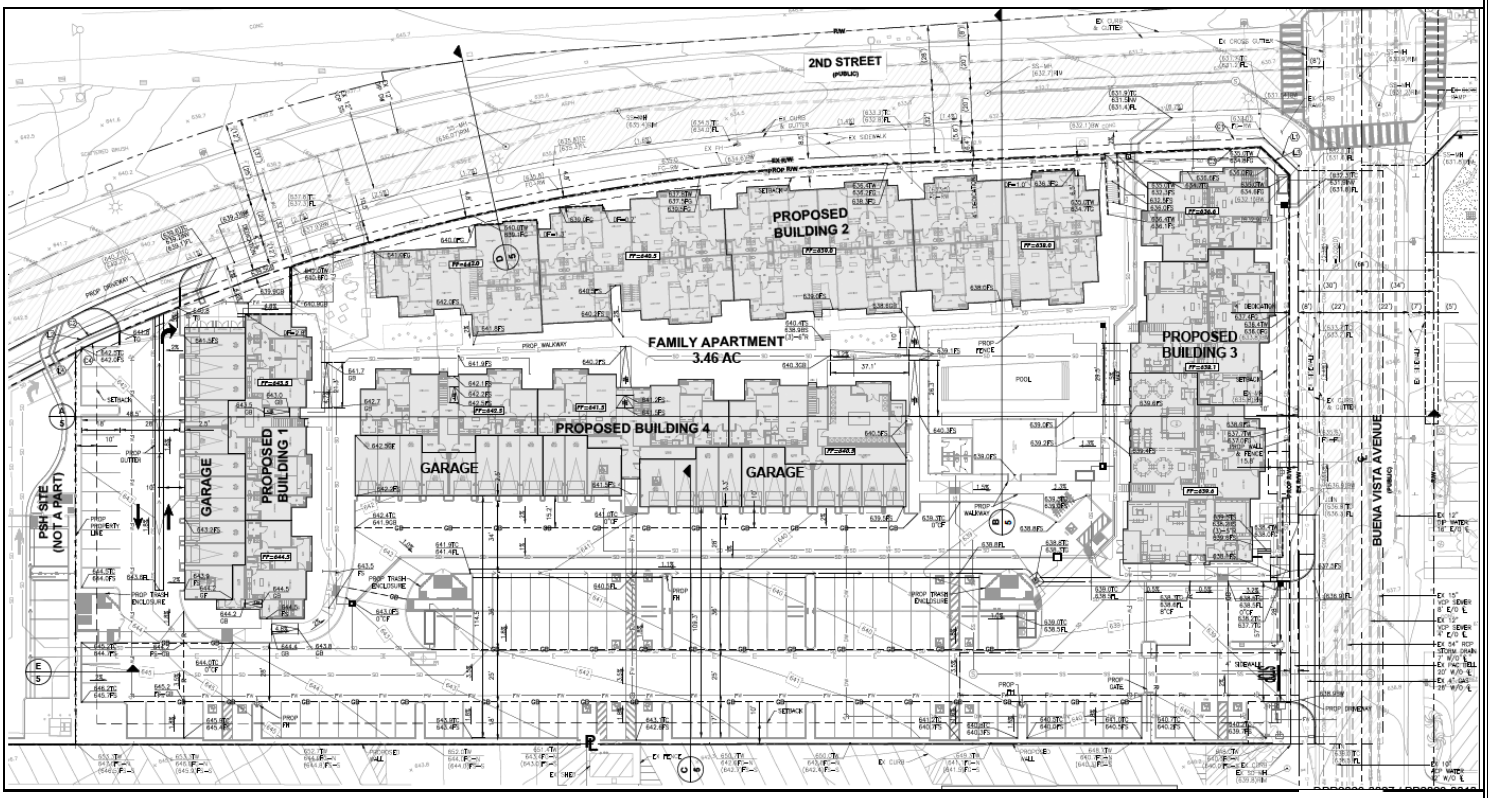
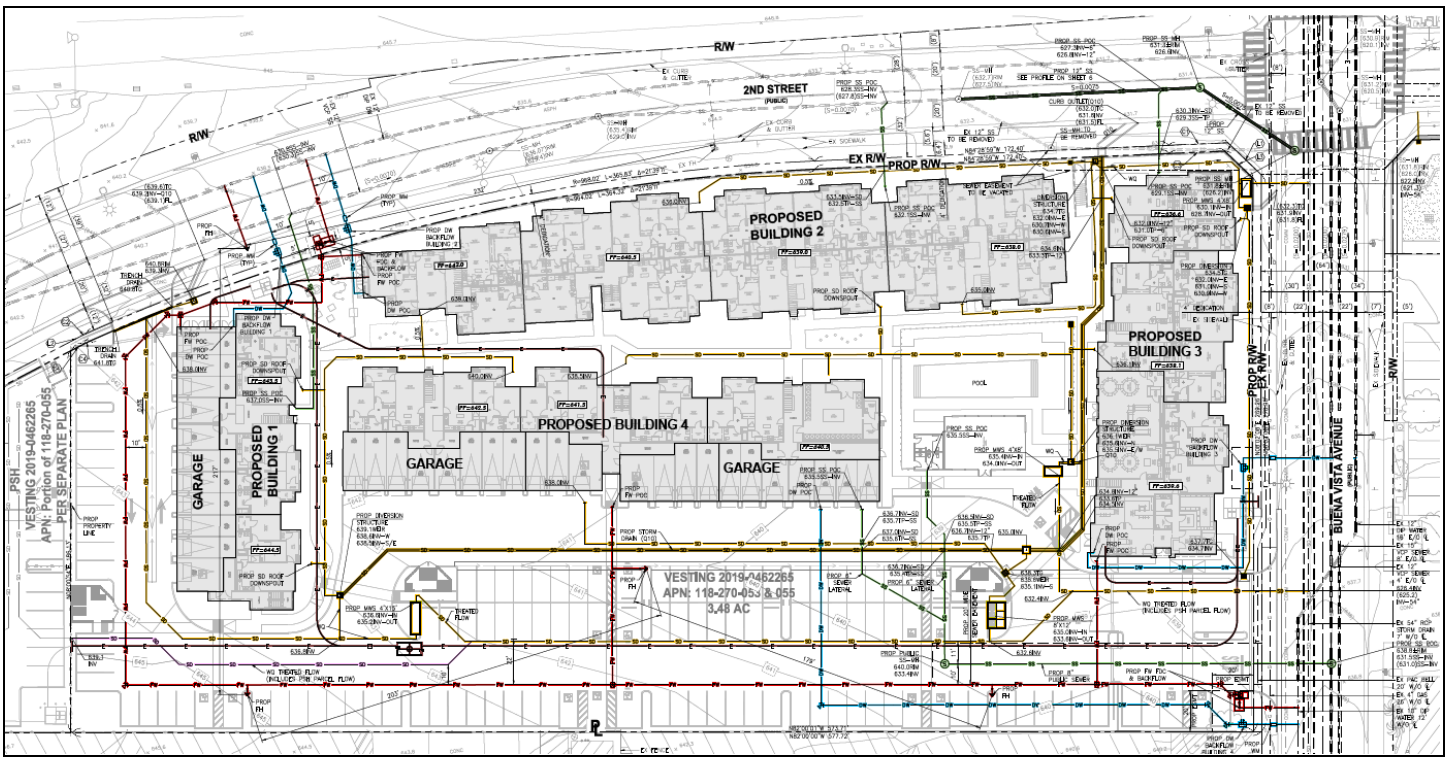


Figure 11: Utilities Plan


R/W
2ND STREET
(PUBLIC)
EX R/W
PROP R/W
PROPOSED BUILDING 2
PROPOSED BUILDING 3
PROPOSED BUILDING 4
PROPOSED BUILDING 1
GARAGE
GARAGE
GARAGE
VESTING 2019-0462265
APN: 118-270-053 & 055
3.48 AC
BUENA VISTA AVENUE
PSH
VESTING 2019-0462265
APN: Portion of 118-270-055
PER SEPARATE PLAN

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

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

Discussion:

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

No Impact. The Project site is located at the southwest intersection of 2nd Street and Buena Vista Avenue and has a General Plan land use map designation of High Density Residential (HDR) which allows a density range of 15-36 dwelling units per acre (du/ac). The Project site acreage is 3.46, which allows a maximum of 124 dwelling units. The Project proposes 115 units, resulting in a density of 33.2 du/ac, which is consistent with the HDR density range of 15-36 du/ac.

The Project site is comprised of three parcels, of which two parcels totaling 0.17 acres are currently zoned R-3 (Multiple Family Residential) with an HDR general plan designation, and one 4.01-acre parcel is zoned MP (Mobile Home Park) with an HDR general plan designation. A change of zone is not required for the MP zoned parcel in order to facilitate the Project because the Project is being developed per the regulations established by the State Density Bonus Law, which allows qualifying affordable housing developments to be developed at the highest density allowed under the zoning ordinance, specific plan or land use element of the General Plan [Gov. Code § 65915, subd. (o)(6)]. If the density allowed under the zoning ordinance is inconsistent with the density allowed under the Genera Plan, the greater density shall prevail. In the case of the proposed Project site, the City's Zoning Ordinance currently establishes a maximum allowable density of eight (8) mobile homes per gross acre for the MP zone. The General Plan's HDR designation establishes a maximum allowable density of 36 du/ac. Since the HDR allows a greater density than the MP zone, the 36 du/ac density limit prevails, and thus, the Project is allowed to be developed under the density allowed by the HDR designation regardless of the density restriction under the MP zoning.

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

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

b. Conflict with surrounding land uses.

No Impact. The project site is located in an area that is predominantly residential. It is bordered on the north by 2nd Street, with SR-91 located across the street to the north. To the west of the site is a commercial center, to the south is the Orange Grove High School and to the east is Buena Visa Avenue, with an affordable multiple family residential development located across the street to the east. To the southeast is the Corona City Hall complex. The proposed Project is a multiple family residential development which is compatible with the surrounding commercial, multiple family residential and public facility land uses. Furthermore, the project site is within the appropriate General Plan land use designation of HDR. Therefore,

development of the Project will not conflict with surrounding land uses.

c. Physically divide an established community

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

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

Discussion:

a. Induce substantial growth

Less Than Significant Impact. As mentioned previously, the Project would construct four detached three-story buildings consisting of 115 residential units. The California Department of Finance (CDF) data (Table 2: E-5 City/County Population and Housing Estimates, 1/1/2023) details that the City of Corona has a residential population of 157,005 and 50,604 housing units as of January 2023. In addition, it is estimated that the City has an average of 3.19 persons per household with a vacancy rate of 3.1%. Considering that the previous use on the Project site was a mobile home park consisting of approximately 50 single family units, the net gain in residential units would be 65. Further, the Project is subject to the General Plan land use designation of High Density Residential (HDR) allowing up to 36 dwelling units per acre. The Project site acreage is 3.46, which allows a maximum of 124 dwelling units. The Project proposes 115 units which yields a density of 33.2 du/ac, which does not exceed the maximum allowable density of 36 dwelling units per acre under the HDR designation.

The 2020-2045 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) assumed the population within the City of Corona to grow from 165,800 in 2016 to 185,100 in 2045 (approximately 11 percent). The addition of 207 new "net" residents (65 new "net" units x 3.19 persons per household) would represent a population increase of 0.10 percent of SCAG's anticipated growth and the new housing units would result in a 0.12 percent increase in residential units within the City. The Project site is a vacant lot within an entirely urban, developed area. Thus, while the Project itself would result in population growth, it would not induce any unplanned population growth. As the Project consists of development that would generate less than one percent growth, potential impacts related to substantial unplanned population growth would be less than significant.

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

b. Displace substantial numbers of existing housing or people

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

3. GEOLOGIC PROBLEMS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction	☐	☐	☒	☐

b. Grading of more than 100 cubic yards	☐	☐	☒	☐
c. Grading in areas over 10% slope	☐	☐	☐	☒
d. Substantial erosion or loss of topsoil	☐	☐	☒	☐
e. Unstable soil conditions from grading	☐	☐	☒	☐
f. Expansive soils	☐	☐	☒	☐

Discussion:

The following section is based on the Preliminary Geotechnical and Infiltration Feasibility Investigation Report prepared by LOR Geotechnical on April 17, 2024 (Appendix A).

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

Less Than Significant Impact.

Fault/seismic failures (Alquist-Priolo zone)

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

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

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

Landslides

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

The project site is relatively flat. Furthermore, according to the City of Corona General Plan EIR Deep-seated Landslide Hazard Map, the Project area is not identified as a highly susceptible landslide hazard area. Additionally, the Preliminary Geotechnical and Infiltration Feasibility Investigation Report determined that hazards from slippage or landslide from proposed construction of the Project is unlikely (LOR Geotechnical Group, Inc. 2023). Therefore, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides and impacts would be less than significant.

Liquefaction

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

The Project site is located in an area of low liquefaction susceptibility on Riverside County liquefaction hazard maps and, per the Preliminary Geotechnical and Infiltration Feasibility Investigation Report, the liquefaction potential at the site is considered low due to the anticipated depth to groundwater and density of the on-site soils (LOR Geotechnical Group, Inc. 2023).). No groundwater was encountered in the borings while drilling, or for the short duration in which they remained open, to the maximum depth of 51.5 feet. In addition, the proposed Project would be required to be constructed in compliance with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process. With compliance with existing regulations and the Project location, impacts related to seismically related ground failure and liquefaction would be less than significant.

b. Grading of more than 100 cubic yards

Less Than Significant Impact. Construction of the proposed Project would consist of a cut volume of 7,100 cubic yards (CY) and a fill volume of 9,460 CY, thus resulting in a net fill volume of 2,360 CY. As such, the Project would result in grading of more than 100 CY. However, the Project would be required to be built in compliance with the California Building Code (CBC), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Further, impacts associated with grading have been analyzed throughout this Mitigated Negative Declaration (MND) in Section 5, Air Quality, and Section 16, Greenhouse Gases, both of which were determined to have less than significant impacts. As such, impacts related to grading would be less than significant.

c. Grading in areas over 10% slope

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

d. Substantial erosion or loss of topsoil

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

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

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

e. Unstable soil conditions from grading

Less Than Significant Impact. Unstable soil conditions have the potential to result in hazards such as landslides, lateral spreading, subsidence, and liquefaction or collapse. Landslides are the downhill movement of masses of earth and rock and

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

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

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

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

f. Expansive soils

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

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

4. HYDROLOGY AND WATER QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than significant Impact	No Impact
a. Violate water quality standards/waste discharge requirements	☐	☐	☒	☐
b. Deplete groundwater supplies	☐	☐	☒	☐
c. Alter existing drainage pattern	☐	☐	☒	☐
d. Increase flooding hazard	☐	☐	☒	☐
e. Degrade surface or ground water quality	☐	☐	☒	☐
f. Within 100-year flood hazard area	☐	☐	☒	☐

g. Increase exposure to flooding	☐	☐	☒	☐
h. Exceed capacity of storm water drainage system	☐	☐	☒	☐

Discussion:

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

a. Violate water quality standards/waste discharge requirements

Less than Significant Impact.

Temporary Construction-Related Activities

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

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

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

Operation

The proposed Project would include the development of a 115-unit multiple family residential development consisting of four detached, three-story buildings totaling 153,205 square feet, with associated parking, laundry facility, community building, children's play area and pool with pool building. Potential pollutants associated with the proposed uses include various chemicals from cleaners, pathogens from pet wastes, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. If these pollutants discharge into surface waters, it could result in degradation of water quality. However, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

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

All existing onsite runoff joins Buena Vista and 2nd Street runoff and is conveyed northerly via and curb and gutter before

being captured by a catch basin at the northwest corner of Buena Vista Avenue and 2nd Street intersection. The proposed development will maintain the historic discharge point. Proposed onsite stormwater runoff will be captured by localized catch basins and drain inlets, and flows will be diverted into high and low flows. The low flows will be routed first to treatment points with Modular Wetlands Systems (MWS) to treat the proposed runoff, while 25-Yr (high) flows will be directed to the site's drainage outfall. Once the runoff is treated by the MWS, it will either join the 25-Yr (high) flow runoff in the private system or discharge into 2nd Street and Buena Vista through a proposed curb outlet. The private system will be connected to an existing 54" RCP storm drain system in Buena Vista Avenue.

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

b. Deplete groundwater supplies

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

c. Alter existing drainage pattern

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

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

d. Increase flooding hazard

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

As discussed previously, the Project site is classified as Flood Zone X, areas of minimal flood hazard. In addition, the Project site does not include, and is not adjacent to, a body of water such as a natural stream or river that would increase the potential for flooding. Further, the Project site is located approximately 25 miles northeast of the Pacific Ocean. Therefore, the Project is not located within a tsunami zone. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest body of water is Lake Matthews, approximately 6.5 miles to the 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 123,283 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 biofilter units that would capture and filter runoff, then to the existing storm drain systems in 2nd Street and Buena Vista Avenue. In addition, the Project includes 31,643 square feet of landscaping that would infiltrate stormwater on-site. The Project would comply with City and NPDES requirements as identified in the WQMP. Adherence to the existing requirements and implementation of the post-construction stormwater requirements would be confirmed during Project plan check prior to Project approval. Therefore, the Project would result in a less than significant impact on flooding hazards on-site or off-site.

e. Degrade surface or ground water quality

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

f. Within 100-year flood hazard area

Less Than Significant Impact. As discussed under the analysis of threshold d., the Project site is within Zone X (Shaded), which encompasses areas with a 0.2% annual chance of flood, areas of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from the 1% annual chance flood (FEMA 2018). As such, the Project site is not subject to inundation during 100-year flood events, and no impact would occur.

g. Increase exposure to flooding

Less Than Significant Impact. As mentioned previously, the Project site does not include, and is not adjacent to, a natural stream or river. Thus, the Project would not increase exposure to flooding from proximity to a stream or river. In addition, a SWPPP would be implemented during construction to control drainage and maintain drainage patterns across the proposed Project. As discussed in the WQMP, existing drainage patterns would remain unchanged, which would result in a decrease in time of concentration due to increase in imperviousness. As discussed previously, the Project would introduce approximately 139,535 square feet of impervious surfaces to the site, which would increase stormwater runoff from the Project site. However, the proposed Project would install an onsite storm drain system that would convey runoff to a biofilter unit that would capture and filter runoff, then to the existing storm drain system in Buena Vista Avenue. In addition, the Project includes 31,643 square feet of landscaping that would infiltrate stormwater onsite. The Project would comply with City and NPDES requirements as identified in the WQMP (Appendix I). Adherence to the existing requirements and implementation of the post construction stormwater requirements would be confirmed during Project plan check prior to Project approval. Therefore, the Project would result in a less than significant impact on flooding on- or offsite.

h. Exceed capacity of the storm water drainage system

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

The proposed Project would introduce approximately 123,283 square feet of impervious surfaces to the Project site. Proposed bioretention facilities would mitigate the 85th percentile 24-hour storm event. This system would filter coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). Also, although the Project is anticipated to increase runoff, low impact development (LID) design features would provide more treated flows than the increased runoff (system has 26% more flowrate treatment capacity than the design flowrate). Therefore, development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

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

5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

a. Conflict with air quality plan	☐	☐	☒	☐
b. Violate air quality standard	☐	☐	☒	☐
c. Net increase of any criteria pollutant	☐	☐	☒	☐
d. Expose sensitive receptors to pollutants	☐	☐	☒	☐
e. Create objectionable odors	☐	☐	☒	☐

Discussion:

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

a. Conflict with air quality plan

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

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

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

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

As shown in Tables 5-B and 5-C in Section 5.b below, the Project would not exceed SCAQMD significance thresholds for any criteria pollutant during short term construction or during long-term operation. The construction contractors are required to comply with rules, regulations, and control measures to control fugitive dust from grading (Rule 403) and the application of architectural coatings during building construction (Rule 1113). Accordingly, the Project's air quality emissions are less than significant.

The Project site is designated as HDR on the General Plan map and zoned R-3 and MP on the Zoning Map. The HDR designation is intended for the development of multiple-family residential at a density of up to 36 units per acre. Development

at this density requires full urban levels of service and public improvements. The HDR land use designation was the land use designation that was used by the SCAQMD to generate the growth forecasts for the air quality plan referenced above.

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

b. Violate air quality standard

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

TABLE 5-A: MAXIMUM DAILY REGIONAL EMISSIONS THRESHOLDS

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

lbs/day – Pounds Per Day

Construction

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

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

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

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

TABLE 5-B: REGIONAL CONSTRUCTION EMISSIONS SUMMARY

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2025	1.58	12.06	20.39	0.03	1.61	0.70
2026	43.89	20.10	34.38	0.05	2.36	1.08
Winter						
2025	3.93	35.82	31.78	0.05	7.70	4.40
2026	1.48	11.41	18.50	0.03	1.55	0.65
Maximum Daily Emissions	**43.89**	**35.82**	**34.38**	**0.05**	**7.70**	**4.40**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

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

Operation

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

TABLE 5-C: TOTAL PROJECT REGIONAL OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Mobile Source	5.55	5.52	51.59	0.13	11.51	2.99
Area Source	3.33	1.88	7.01	0.01	0.15	0.15
Energy Source	0.03	0.47	0.20	0.00	0.04	0.04
Total Maximum Daily Emissions	**8.91**	**7.88**	**58.80**	**0.15**	**11.69**	**3.17**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	5.20	5.92	43.04	0.12	11.51	2.99
Area Source	2.78	1.82	0.78	0.01	0.15	0.15
Energy Source	0.03	0.47	0.20	0.00	0.04	0.04
Total Maximum Daily Emissions	**8.00**	**8.22**	**44.02**	**0.14**	**11.69**	**3.17**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

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

c. Net increase of any criteria pollutant

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

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project specific impacts would also not cause a cumulatively

considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

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

Operational Impacts

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

d. Expose sensitive receptors to pollutants

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

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

Localized Construction Emissions

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

TABLE 5-D: PROJECT LOCALIZED CONSTRUCTION IMPACTS

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation				
Maximum Daily Emissions	**35.73**	**30.76**	**7.47**	**4.35**
SCAQMD Localized Threshold	220	1,354	9	7
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading				
Maximum Daily Emissions	**19.34**	**18.35**	**3.31**	**1.90**
SCAQMD Localized Threshold	187	1,123	7	6
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Localized Operational Emissions

The proposed Project is located on approximately 3.46 acres, and the total development is proposed to consist of a 115-unit dwelling affordable housing development. According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project does not include such uses, and thus, due to the lack of significant stationary source emissions, no LST analysis is needed for operations.

CO Hotspots

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

The proposed Project considered herein would generate 529 trips and would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Air Toxic and Criteria Pollutant Health Risk Assessment

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

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

For the maximum exposed residential receptor, results of the analysis predicted freeway emissions will produce PM10 concentrations of 0.20 μg/m3 and 0.11 μg/m3 for the 24-hour and annual averaging times. These values will not exceed the SCAQMD significance thresholds of 2.5 μg/m3 and 1.0 μg/m3, respectively. For PM2.5, a maximum 24-hour average concentration of 0.26 μg/m3 was predicted. This value also will not exceed the identified significance threshold of 2.5 μg/m3.

The maximum modeled 1-hour average concentration for CO of 0.03 parts per million (ppm), when added to an existing background concentration of 3.3 ppm, would equal a total Project concentration of 3.33 ppm. This would not cause an exceedance of the California Ambient Air Quality Standards (CAAQS) of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.02 ppm, when added to an existing background level of 1.2 ppm, would equal a total Project concentration of 1.22 ppm. This would not cause an exceedance of the CAAQS of 9 ppm.

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

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

e. Create objectionable odors

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

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

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

The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

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

Discussion:

The following section is based on the Traffic Analysis prepared by Urban Crossroads, dated April 2024 (Appendix G).

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

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

Additionally, the proposed Project would develop the Project site with 115 multiple family affordable residential units. The trip generation for the Project was calculated using trip rates from the Institute of Transportation Engineers (ITE), Trip Generation 11th Edition, 2021. As shown in Table 6-A, the Project would generate approximately 554 daily trips including 58 trips during the AM peak hour and 53 trips during the PM peak hour.

Roadway Facilities

For CEQA purposes, roadway facilities are viewed in the context of how they reduce the amount of vehicle miles traveled and promote the use of other non-motorized modes of travel such as transit, bicycle, and pedestrian. Per the City of Corona's General Plan Circulation Element, the segments of 2nd Street and Buena Vista Avenue adjacent to the project site are designated as collector streets. A collector street is required to have an overall roadway width of 44 feet with a five-foot wide sidewalk and seven feet of parkway landscaping for an overall right-of-way width of 68 feet. However, both segments of the streets adjacent to the project site are currently improved as modified collector streets having modified roadway widths and sidewalks. Specifically, the south half of 2nd Street from the street centerline to the project site is currently improved with 20 feet of roadway width and 5.6 feet of sidewalk. The applicant is required to dedicate four (4) feet of the property's frontage to the right-of-way for 2nd Street and install the missing landscaping within a 6.4-foot-wide parkway. The west half of Buena Vista Avenue from the street centerline to the project site is currently improved with 22 feet of roadway width and eight feet of sidewalk. The applicant is required to dedicate four (4) feet of the property's frontage to the right-of-way for Buena Vista Avenue and install the missing landscaping within a four-foot-wide parkway. The required improvements within the public right-of-way would serve to facilitate vehicular, pedestrian, bicycle and bus travel. .

Bicycle and Pedestrian Facilities

The City of Corona existing and proposed bike trails are shown in Exhibit 3-4 of the Traffic Study. Buena Vista Avenue is an existing Class III bike facility within the study area. Class III bike lanes are signed but not striped on street bike lanes (shared with vehicular traffic). Exhibit 3-5 of the Traffic Study illustrates the existing pedestrian facilities, including sidewalks and crosswalks. As shown in Exhibit 3-5, there are pedestrian and bicycle facilities within the vicinity of the Project site. The intersection of Buena Vista Avenue and 2nd Street is striped with school-zone crosswalks on all approaches due to the proximity to Orange Grove High School. In addition, Buena Vista Avenue to the south of 2nd Street includes a reduced school-zone speed limit of 25 miles per hour. Pedestrian and bicycle activity have been captured as part of the existing data collection and are incorporated into the operations analysis.

Public Transit Service

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

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

TABLE 6-A: PROJECT TRIP GENERATION SUMMARY

			AM Peak Hour			PM Peak Hour		
Land Use	Units	Daily	In	Out	Total	In	Out	Total
Trip Rates								
Affordable Housing[1]	DU	4.81	0.15	0.36	0.50	0.27	0.19	0.46
Project Trip Generation								
Affordable Multi-Family Housing Units	115 DU	554	17	41	58	31	22	53

DU = Dwelling Unit

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

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

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

VMT Screening Thresholds

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

1. The Project serves the local community.

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

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

The City's VMT Analysis Guidelines were used in the evaluation of the Project VMT analysis. The VMT analysis determined , and the City of Corona's Traffic Engineer confirmed, that the Project would meet Screening Criteria 2 and 3. According to the City's guidelines, projects that are located within a TPA and located within a low VMT generating TAZ would not be required to complete a VMT assessment. Therefore, the Project would result in a less than significant impact on VMT impacts per CEQA Guidelines section 15064.3, subdivision (b).

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

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

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

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

e. Change in air traffic patterns

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

f. Traffic hazards from design features

Less than Significant Impact. The Project would develop and operate 115 new affordable multiple family residential units on the site. None of the proposed structures would include incompatible uses such as farm equipment. The Project would also not increase any hazards related to a design feature. The onsite drives would be developed in conformance with City design standards. The City's construction permitting process includes review of Project plans to ensure that no potentially hazardous transportation design features would be introduced by the Project. For example, the design of the onsite circulation would be reviewed to ensure fire engine accessibility is provided to the fire code standards. Also, access to the Project site would be provided by two, 28-foot-wide driveways located at the project site's north and south perimeters which would provide vehicular access from Buena Vista Avenue and 2nd Street, respectively. The two project entrances would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and any maintenance or delivery vehicles. As a result, impacts related to geometric design feature would be less than significant.

g. Emergency access

No Impact. The proposed Project would develop and operate 115 new affordable multiple family residential units that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, both 2nd Street and Buena Vista 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 Buena Vista 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 provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Corona Fire Department (CFD) would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code

(Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

h. Alternative transportation policies

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

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

e. Conflicts with local biological resource policies or ordinances	☐	☐	☒	☐
f. Conflicts with any habitat conservation plan	☐	☒	☐	☐

Discussion:

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

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

a. Endangered or threatened species/habitat

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

describes the Project site as consisting of disturbed, vacant land characterized by disturbed/developed areas.

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

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

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

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

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

b. Riparian habitat or other sensitive natural community

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

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

c. Adversely affects federally protected wetlands

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

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

d. Interferes with wildlife corridors or migratory species

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

However, the Project site contains non-native grassland 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 January 15 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, **Mitigation Measure BIO-1** has been included to require that if commencement of vegetation clearing occurs between January 15 and September 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to vegetation removal to determine the presence or absence of nesting birds within 500 feet of the project site. With implementation of **Mitigation Measure BIO-1**, potential impacts to nesting birds would be less than significant.

e. Conflict with local biological resource policies or ordinances

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

f. Conflict with any habitat conservation plan

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

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

Project would not conflict with the MSHCP; as such, impacts would be less than significant.

Mitigation Measures

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

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

Discussion:

a. Loss of mineral resource or recovery site

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

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

f.	Impair emergency response plans	☐	☐	☒	☐
g.	Increase risk of wildland fires	☐	☐	☐	☒

Discussion:

The following section is based on the Phase I Environmental Site Assessment (ESA) prepared by TA-Group DD, LLC, dated September 2023, (TAGDD 2023), included as Appendix J.

a. Transport, use, or disposal of hazardous materials

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

Construction

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

Operation

The Project would involve the operation of a 153,205 square foot multiple family affordable housing development project consisting of 115 new residential units, which would involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

b. Risk of accidental release of hazardous materials

Less than Significant Impact. A Phase I Environmental Site Assessment (ESA) was conducted for the Project site by TA-Group DD, LLC, dated September 2023. The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled RECs, historic RECs or De Minimis Conditions.

The Phase I ESA identified that the Project site was undeveloped until sometime between 1931 and 1938, when a structure (presumed rural residence) was constructed. Then, between 1948 thru 1971, two to three residences were present on the subject property. From at least 1960 to at least 1966 much of the western portion of the property was used for outdoor equipment storage. Between 1967 and 1971, the rural residences were replaced by a mobile home park. The mobile home park was removed between 2014 thru 2016 during the construction of E. 2nd Street and the widening of the SR-91 freeway. Since that time the subject property has been either vacant or used for outdoor equipment storage.

On August 19, 2023, TAGDD personnel conducted a reconnaissance of the subject property to physically observe the property and adjoining properties for conditions indicating a potential environmental concern. No evidence of environmental concerns was noted on the subject property during the site reconnaissance. Additionally, TAGDD performed a Vapor Encroachment Screen (VES) for the subject property. The purpose was to evaluate whether sites (e.g., gas stations, dry cleaners, or other listings of environmental concern) that store or dispose of potential chemicals of concern or have documented releases, may migrate as vapors onto the property, as a result of contaminated soil and/or groundwater which may be present on or near the

property. The presence of a potential Vapor Encroachment Condition (pVEC) could be ruled out due to the lack of release sites within the area of concern (Project site).

Construction

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

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

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

•Avoiding overtopping construction equipment fuel tanks;

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

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

Operation

As described previously, operation of the proposed 115 multiple family 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 school to the Project site is Orange Grove High School located within 100 feet south of the Project site. However, as described previously, construction and operation of the Project would involve the use, storage, and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

d. Located on a hazardous materials site

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

e. Conflict with an airport land use plan

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

f. Impair emergency response plans

Less than Significant Impact.

Construction

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

Operation

Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from West Foothill Parkway, 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 Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) included as Chapter 15.12 in the City's Municipal Code. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g. Increase risk of wildland fires

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

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

Discussion:

The discussion below is based on the Noise and Vibration Analysis prepared by Urban Crossroads, dated May 1, 2024 (Appendix K). The following noise regulatory setting includes local, state, and federal standards applicable to the Project site.

Existing Ambient Noise Levels

As detailed in the Noise and Vibration Analysis, to identify the existing ambient noise level environment, long term noise level measurements were taken at five locations in the Project study area (see Figure 12, Noise Measurement Locations). The

Noise and Vibration Analysis describes that the background ambient noise levels in the Project area are dominated by transportation related noise associated with the SR-91 freeway as well as nearby street surfaces, including 2nd Street and Buena Vista Avenue. The existing noise levels are provided in Table 10-A.

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

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

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

FIGURE 12: NOISE MEASUREMENT LOCATIONS

City of Corona General Plan Noise Element

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

N-1 Protect residents, visitors, and noise-sensitive land uses from the adverse human health and environmental impacts created by excessive noise levels from transportation sources by requiring proactive mitigation.

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

N-3 Discourage the spillover or encroachment of unacceptable noise levels from mixed use, commercial, and industrial land uses on to noise sensitive land uses.

N-4 Minimize noise impacts created by railroad transit and airport operations and flight patterns on residential areas and other "noise sensitive" land use areas.

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

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

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

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

City of Corona Municipal Code

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

TABLE 10-C: STATIONARY NOISE STANDARDS

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

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

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

Operational Noise Standards.

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

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

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

Refer to Table 10-D.

TABLE 10-D: OPERATIONAL NOISE STANDARDS

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

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

Federal Transit Administration

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

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

Construction Vibration Standards

To analyze the vibration impacts originating from the construction of the Project, vibration from construction activities is typically evaluated against standards established under a City's Municipal Code. The City of Corona Municipal Code, Section 17.84.050, identifies a vibration velocity standard of 0.05 in/sec root-mean-square (RMS) for sensitive land uses which is used in this analysis as the basis for determining the relative significance of potential Project related vibration impacts. Typically, the human response at the perception threshold for vibration includes annoyance in residential areas as previously shown on Exhibit 2-B, when vibration levels expressed in vibration decibels (VdB) approach 75 VdB. The City of Corona, however, identifies a vibration perception threshold of 0.05 in/sec at any point on the affected property. For vibration levels expressed in velocity, the human body responds to the average vibration amplitude often described as the root-mean-square (RMS). Therefore, the City of Corona vibration standard of 0.05 in/sec in RMS velocity levels is used in this analysis to assess the human perception of vibration levels due to Project-related construction activities.

a. Exceed noise level standards

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

Construction

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

FIGURE 13: TYPICAL CONSTRUCTION NOISE SOURCE AND RECEIVER LOCATIONS

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

The nearest sensitive receptors would include residential uses to the east, approximately 192 feet east from the eastern edge of the site and greater than 200 feet from the proposed construction activities within the Project site; and school use to the south, approximately 220 feet from the center of proposed construction activities within the Project site.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds was utilized, which states that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at any of the nearby homes. Table 10-E lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. As shown, noise levels generated by heavy construction equipment can range from approximately 62.3 dBA to 75.3 dBA when measured at 50 feet.

TABLE 10-E: TYPICAL CONSTRUCTION REFERENCE NOISE LEVELS

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

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

Table 10-F shows the Project construction noise level impacts with multiple pieces of equipment operating simultaneously at the nearest sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As discussed above, the City's Municipal Code recognizes construction noise as common within an urban environment. Because such noise is part of the urban environment, the Municipal Code specifies that construction activities may only occur during specified hours. As shown on Table 10-F, the construction noise levels are expected to range from 45.8 to 68.8 dBA Leq, and the highest construction levels are expected to range from 55.9 to 68.8 dBA Leq at the nearest receiver locations.

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

TABLE 10-F: TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	65.4	68.8	67.0	65.1	64.7	58.7	68.8
R2	56.3	59.7	57.9	56.0	55.6	49.6	59.7
R3	60.7	64.1	62.3	60.4	60.0	54.0	64.1
R4	54.1	57.5	55.7	53.8	53.4	47.4	57.5
R5	52.5	55.9	54.1	52.2	51.8	45.8	55.9
R6	59.1	62.5	60.7	58.8	58.4	52.4	62.5

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

TABLE 10-G: TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	68.8	80	No
R2	59.7	80	No
R3	64.1	80	No
R4	57.5	80	No
R5	55.9	80	No
R6	62.5	80	No

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

Operation

The Project proposes the construction of a 115-unit multiple family affordable housing development consisting of four detached, 3-story buildings: Building 1 (15-plex), Building 2 (45-plex), Building 3 (26-plex) and Building 4 (29-plex). The project includes associated parking, laundry facility, community building, children's play area and pool with pool building . Noise generated by the Project would primarily occur from air conditioning units, parking lot activity, swimming pool/spa activity, outdoor activities, and trash enclosure activity are typically associated with this type of Project.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Corona exterior noise level standards at the nearest noise-sensitive receiver locations. Table 10-H shows the operational noise levels associated with Second Street Family Project will satisfy the City of Corona 55 dBA Leq daytime and 50 dBA Leq nighttime exterior noise level standards at all the nearest receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearest noise-sensitive receiver locations.

TABLE 10-H: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	49.4	37.8	55	50	No	No
R2	41.0	31.6	55	50	No	No
R3	45.8	37.4	55	50	No	No
R4	38.7	30.6	55	50	No	No
R5	36.9	29.5	55	50	No	No
R6	43.8	34.5	55	50	No	No

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

Off-site Traffic Noise. In order to assess the potential traffic impacts related to the proposed Project, anticipated traffic that would result from Project operation was used to determine future noise levels on surrounding land uses as a result of the Project. Based on the Trip Generation Assessment prepared for the Project by Urban Crossroads, the Project is anticipated to generate a maximum of 554 average daily trips (ADT), resulting in a small increase in regional and local traffic volumes. Therefore, the Project is not expected to generate perceptible noise level increase at nearby sensitive land uses adjacent to the study area roadways. Due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered less than significant.

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

Additionally, on-site transportation noise level impacts indicate that with the noise barrier shown on Exhibit ES-A of the Noise and Vibration Analysis, and as shown in **Mitigation Measure NOI-1**, the unmitigated exterior noise levels will range from 59.8 to 64.6 dBA CNEL, below the maximum 65dBA CNEL depicted in the City's Noise Element.

Interior Noise Abatement

The lots adjacent to 2nd Street will experience future unmitigated noise levels ranging up to 71.9 dBA CNEL at the first-floor building façade and 73.5 dBA CNEL at the second-floor building façade and 77.1 CNEL at the third-floor facade. The interior noise level analysis shows that the City of Corona 45 dBA CNEL with windows closed interior noise standards can be satisfied at first-floor location using standard construction and using upgraded windows with a minimum STC rating of 29 at first floor units facing 2nd Street, windows with a minimum STC rating of 30 - 31 for second floor units, and windows with a minimum STC rating of 31 - 35 for third-floor units, and. For units facing the interior and units facing Buena Vista Avenue typical building construction will suffice since it will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed."

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

Mitigation Measures

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

Windows & Glass Doors:

- First story facades in Buildings 2 and 4 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 28.
- First story facades in Building 1 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 29.
- Second story facades on units facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 29.
- Third story facades on Building 1 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 31.
- Third story facades on Building 2 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 32.
- Third story facades on Building 4 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 29.

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

Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.

Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.

Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receives circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

b. Exposure to excessive noise levels/vibrations

Less than Significant Impact.

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

TABLE 10-I: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

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

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

Table 10-J presents the expected typical construction equipment vibration levels at the nearest receiver locations. At distances ranging from 192 feet to 794 feet from typical Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from less than 0.001 to 0.003 in/sec RMS at the nearest receiver locations. The Project construction is not expected to generate vibration levels exceeding the City of Corona maximum acceptable vibration standard of 0.05 in/sec (RMS). Further, impacts at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating proximate to the Project site perimeter.

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

TABLE 10-J: TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver Location[1]	Land Use	Distance to Property Line (In Feet)	Receiver PPV Levels (in/sec)[2]					RMS Velocity Levels[3] (in/sec)	Potential Significant Impact?[4]
			Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	Residential	192'	0.000	0.002	0.004	0.004	0.004	0.003	No
R2	Residential	494'	0.000	0.000	0.001	0.001	0.001	0.001	No
R3	Residential	209'	0.000	0.001	0.003	0.004	0.004	0.003	No
R4	Residential	711'	0.000	0.000	0.001	0.001	0.001	0.000	No
R5	Residential	746'	0.000	0.000	0.000	0.001	0.001	0.000	No
R6	Residential	401'	0.000	0.001	0.001	0.001	0.001	0.001	No

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

c. Permanent increase in ambient noise levels

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

d. Temporary increase in ambient noise levels

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

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

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

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

Discussion:

a. Fire Protection

Less than Significant Impact. Fire prevention services are provided by the Corona Fire Department (CFD). The closest fire station to the Project area is CFD Fire Station No. 3, located at 790 S. Smith Avenue or approximately 1.4 roadway miles southwest of the Project area (Google Earth, 2024). The Project proposes a 115-unit multiple family residential affordable housing development on a 3.46-acre site. Development of the Project would impact fire protection services by placing an additional demand on existing Corona Fire Department resources if its resources are not augmented. Implementation of the Project would be required to adhere to the California Fire Code, as included in the City's Municipal Code Section 15.12.020, as part of the permitting process the Project plans would be reviewed by the Corona Fire Department to ensure that the Project plans meet the fire protection requirements.

As mentioned previously, the California Department of Finance (DOF) data details that the City of Corona had a residential population of 157,005 and 50,604 housing units as of January 2023. In addition, it is estimated that the City has an average of 3.19 persons per household. Therefore, the proposed 115 units of the Project would generate approximately 367 new residents. However, considering the former mobile home land uses on the site, the project is anticipated on generating 207 new "net" residents (65 new "net" units x 3.19 persons per household) which represents a population increase of 0.10 percent of SCAG's anticipated growth. 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.

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

b. Police Protection

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

Development of the proposed 115 units, or 65 "net" additional 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 207 "net" new residents from the previous mobile home park 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 Orange Grove High School, which is located adjacent to the south side of the project site, and Jefferson Elementary School, which is located approximately 0.6 miles southeast of the project site. The CNUSD is authorized by State law (Government Code § 65995-6) to levy a new per unit construction fee for new residential development for the purpose of funding the reconstruction or construction of new school facilities. Pursuant to §65995(3) (h) of the California Government Code, the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning use, or development of real property, or any change in governmental organization or reorganization as defined in §56021 or §56073, on the provision of adequate school facilities." Therefore, the payment of school impact fees for the proposed residential development would offset the potential impacts of increased student enrollment related to the implementation of the Project. Impacts will be less than significant.

d. Parks and Recreation Facilities

Less than Significant Impact. The nearest public park to the Project site is Sheridan Park, which is located approximately 0.5 miles to the east of the Project site. The proposed Project would add 115 new units and approximately 367 new residents. However, since the Project site previously contained a mobile home park with residential units, the Project is only adding 65 "net" new residential units and 207 "net" new residents. Pursuant to the Corona Municipal Code (CMC), Section 17.24.220, Outdoor Living Space, each lot shall contain a minimum of 200 square feet of outdoor living space per dwelling unit. The Project would consist of approximately 26,695 square feet of common recreational space, resulting in an average of 232 square feet per unit. Recreational amenities proposed include a pool, pool house, a tot lot, generous interior open space landscaping and community center.

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

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

e. Other Public Facilities and Services

Less than Significant Impact.

The proposed Project would add 65 "net" new units and approximately 207 "net" new residents. The additional residential units 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 0.10% 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.

12. UTILITIES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements	☐	☐	☒	☐
b. Involve construction/expansion of water or wastewater treatment facilities	☐	☐	☒	☐

c.	Involve construction/expansion of storm drains	☐	☐	☒	☐
d.	Sufficient water supplies/compliance with Urban Water Management Plan.	☐	☐	☒	☐
e.	Adequate wastewater treatment capacity	☐	☐	☒	☐
f.	Adequate landfill capacity	☐	☐	☒	☐
g.	Comply with solid waste regulations	☐	☐	☒	☐

Discussion:

a. Exceed wastewater treatment requirements

Less than Significant Impact. Around the project site, there is an existing 12-inch public sewer line along West 2nd street that flows easterly. Additionally, there is an existing 12-inch and 15-inch public sewer line along Buena Vista Avenue that flow northerly. The Project area drains northerly within Sewershed 16 towards the existing wastewater treatment plan (WTTP No.1) located at 2205 Railroad Street and has a capacity to treat 11.5 mgd (million gallons per day) of sewer.

The Project would connect to the 12-inch sewer line in West 2nd Street. As required for all projects by the City's Utilities Department, the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the Utilities Department and Riverside County Department of Health Services and will be reviewed by the Utilities Department during the plan check process. Section 12.e below provides a detailed analysis about the wastewater generated by the Project compared to the treatment capacity of the wastewater treatment plant serving the Project area. Impacts would be less than significant.

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

The proposed Project is within an urbanized, developed area of Corona. The Project will connect to the existing 12-inch water line in West 2nd Street. Water services would be provided by the City's Utilities Department. The new on-site water system would convey water supplies to the proposed units and landscaping through plumbing/landscaping fixtures that are compliant with the CALGreen Plumbing Code and the City's Municipal Code §17.70.070, Landscaping, and Chapter 13.14, Water and Sewer Regulations and would be reviewed for compliance by the City during Project plan check. If, during plan check, it is determined that the project may require upsizing of either water or sewer lines, the Project will be required to perform such upgrades prior to the issuance of any building permit. This requirement is ensured by the Conditions of Approval for PP 2023-0010. Therefore, impacts would be less than significant.

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

c. Involve construction/expansion of storm drains

Less than Significant Impact. A Preliminary Drainage Analysis was prepared by Fuscoe Engineering in April 2024 (Appendix C) to analyze the project's drainage patterns. The proposed development will maintain the historic discharge point. Generally, onsite stormwater runoff will be captured by localized catch basins and drain inlets, and flows will be diverted into high and low flows. The low flows will be routed first to treatment points with Modular Wetlands Systems (MWS) to treat the proposed runoff. Once the runoff is treated by the MWS, the low water quality flows will be discharged into the existing underground 54-inch storm drain in Buena Vista. The 25-Yr (high) flows will be directed to a separate high flow storm drain

pipe system and eventually to be discharged onto the streets via parkway culverts.

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

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

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

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

e. Adequate wastewater treatment capacity

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

f. Adequate landfill capacity

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

Construction

The proposed Project does not involve demolition of existing structures; however, Project construction would generate solid waste for landfill disposal from construction packaging and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA 1998), construction of the Project would generate approximately 297.9 tons of waste during construction from packaging and discarded materials. However, Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, construction activities, which would generate the most solid waste would generate approximately 104.2 tons of solid waste. As described in the Air Quality Analysis, included in Appendix C to this IS/MND, construction is expected to take 351 days. As such this would equate to approximately 0.30 tons of solid waste per day.

As described above, El Sobrante Landfill has additional capacity of approximately 6,762.75 tons per day. Therefore, the facility would be able to accommodate the addition of 0.30 tons of waste per day during construction of the proposed Project. Therefore, the El Sobrante Landfill would be able to accommodate solid waste from construction of the proposed Project, and impacts would be less than significant.

Operation

The CalEEMod solid waste generation rate for multiple family housing is 0.707 tons per unit per year. The Project proposes construction of 4 buildings consisting of 115 residential units. Thus, operation of the Project would generate approximately 81.3 tons of solid waste per year; or 11.61 tons per week. However, at least 50 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 5.80 tons per week or 11,610 pounds per week. As the El Sobrante Landfill has additional capacity of approximately 6,762.75 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Therefore, the project's operational impacts to landfill capacity would be less

than significant.

g. Comply with solid waste regulations

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

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

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

Discussion:

a. Scenic vista or highway

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

According to the City's General Plan, Figure CD-1, the SR-91 freeway is a state eligible scenic corridor because it runs through the Santa Ana Canyon, and its viewshed near the western portion of the City of Corona is bounded by the Chino Hills on the foothills of the Santa Ana Mountains to the south. 2nd Street and Buena Vista Avenue are not identified as eligible scenic corridors nor are they identified as city-designated scenic corridors. .

The Project would be developed with four, three-story 153,205 SF multiple family residential project consisting of 115 units, with a maximum building height of approximately 40 feet. The Project site is within a developed area with commercial structures located to the west, Orange Grove High School to the south, multiple family residential to the east and the SR-91 freeway to the north with existing residential neighborhood beyond. The Project would be slightly higher in height than the existing commercial structures located to the west of the site, however mountain views from the public right of way are distant and the SR-91 freeway and sound wall located across 2nd Street to the north currently block mountain views from the residential neighborhood to the north of the SR-91 freeway. Therefore, the Project would not encroach into views along the roadway corridor any more than existing structures, SR-91 freeway and freeway walls adjacent and near to the site currently do. Thus, development of the Project site would not obstruct, interrupt, or diminish a scenic vista and impacts would be less than significant.

b. Degrade visual character of site and surroundings

Less than Significant Impact. The Project site is located within an urbanized area of the City along 2nd Street and Buena Vista Avenue with commercial development to the west, a public high school to the north, multiple family residential

developments to the east, Corona City Hall to the southeast, and the SR-91 freeway to the north with an existing residential neighborhood beyond.

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

c. Light or glare

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

Construction

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

Operation

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

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

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

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

e.	Disturb human remains	☐	☒	☐	☐

Discussion:

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

a. Historical resource

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

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

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

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

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

b. Archaeological resource

Potentially Significant Unless Mitigation Incorporated. The Project site is vacant, containing vegetation primarily comprised of weeds and a few trees. Further, the Project area has been disturbed by previous grading associated with the development of a mobile home park (Dudek 2024). According to the record search completed for the Project, results indicated there is no presence of archaeological resources within the Project site. Historic aerials from 1948 show that the Project site was used for agriculture purposes. Between 1959 through 1967, aerial photographs show that the agricultural land was leveled and used for car storage. The 1980 aerial photograph shows that the western parcel of the Project site was developed into a mobile home park. The mobile home park remained on the western parcel until after 2014. On the 2016 aerial photograph, the mobile home park has been removed due to the SR-91 Widening Project and construction equipment is observed within the western parcel. The 2018 to 2020 aerial photographs show a vacant lot which reflects current conditions.

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

c. Paleontological resource or unique geologic feature

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

As the Project site is underlain by two to five feet of artificial fill and planned excavations for the project are anticipated to extend approximately five to seven feet below the ground surface (bgs) (PRI, Dudek 2024), with 2,500 cubic yards of cut, there is a low potential to encounter intact subsurface paleontological resources during ground disturbing activities. Nevertheless, mitigation is recommended to prevent potential damage to paleontological resources during construction. Implementation of **Mitigation Measure MM CUL-3**, which requires implementation of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP), would ensure that site grading activities are monitored, and that any paleontological resources that are uncovered during site grading operations would be appropriately treated. Implementation of the PRMMP, as required by **Mitigation Measure MM CUL-3**, would reduce Project impacts to paleontological resources to less-than-significant levels.

d. Disturb human remains

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

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

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

Mitigation Measures

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

- A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not

be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon and Soboba Bands of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any.

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

- Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

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

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

- Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.

- All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.

- A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.

- All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

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

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

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

Discussion:

a. Williamson Act contract

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

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

b. Conversion of farmland to non-agricultural use

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

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

Discussion:

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

a. Generate greenhouse gases

Less than Significant Impact. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the Greenhouse Gas Emissions CEQA Thresholds and Screening Tables to determine whether or not a project

would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the Corona CAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet its established GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 MtCO2e (metric tons of CO2e equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions.

The estimated GHG emissions that the Project would generate are a total of approximately 1,464.96 MTCO2e/yr. The estimated GHG emission include emissions from Carbon Dioxide (CO2), Methane (CH4), Nitrous Oxide (N2O), and Refrigerants (R). As the proposed Project would not exceed the SCAQMD's numeric threshold of 3,000 MTCO2e/yr., the Project would result in a less than significant impact with respect to GHG emissions.

b. Conflict with a plan, policy or regulation

Less than Significant Impact.

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

Additionally, the Project will result in approximately 1,464.96 MTCO2/yr and would not exceed the screening threshold of 3,000 MTCO2e/yr. Thus, Project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would therefore comply with the City's GHG policies under the CAP without mitigation.

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

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

Discussion:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. The Project site was previously developed and is located within an urbanized developed area. No resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), are present on the site. Therefore, no impacts are anticipated as it relates to this area of concern.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

Potentially Significant Unless Mitigation Incorporated. The project is subject to tribal consultation under AB 52. The purpose of AB 52 is to ensure that local and tribal governments, public agencies, and project components have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. The

Planning and Development Department initiated the process by notifying the local Native American tribes of the proposed project through a letter of transmittal dated January 4, 2024. The Planning and Development Department received written response from the Rincon Band of Luiseño Indians on January 15, 2024 and from the Soboba Band of Luiseño Indians on February 1, 2024. Soboba requested consultation and both Soboba and Rincon requested to be provided with copies of existing documents pertaining to the project including but not limited to the archaeological site records. On February 27, 2024, Soboba and the City had consultation and Soboba requested that the Project include standard mitigation measures related to inadvertent discoveries. The Soboba Band then closed consultation before the end of the meeting. After review of the City-provided documents and internal review of their documents, the Rincon Band had no information to share about specific Tribal Cultural Resources within the project area; however, they stated that there is always potential for subsurface materials to be disturbed during ground-disturbing activities and requested that protocols be established to guide processes for inadvertent discoveries.

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

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

Discussion:

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

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

b. Cumulatively considerable impacts

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

incorporation of mitigation measures. Accordingly, with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval, the Project would not have impacts which are individually limited, but cumulatively considerable.

c. Substantial adverse effects on humans

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

d. Short term vs. long term goals

Less Than Significant Impact. The Project would develop an affordable housing project consisting of 115 multiple family residential units consistent with the General Plan land use designation of High Density Residential (HDR) as described in Section 1, Land Use and Planning. Further, the proposed development would be consistent with the policies and intent of the General Plan, including the housing element relative to affordable housing. As such, the Project would not conflict with the General Plan's short- or long-term goals.

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

Discussion

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

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

The proposed Project would provide adequate emergency access to the site via a 28-foot-wide driveway along Buena Vista 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 City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would not occur.

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

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

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

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

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes

No Impact. According to Figure 5-14 of the Technical Background Report prepared for the City's General Plan, the Project site and surrounding areas are fully developed and are not subject to wildland fire hazards (Corona, 2020a, Technical Background Report, Figure 5-14). Due to the developed nature of the Project vicinity, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes. No impact would occur.

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

Discussion

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

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

Less than Significant Impact.

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

Construction

Based on CalEEMod estimations within the modeling output files used to estimate GHG emissions associated with future development projects under the General Plan, construction-related vehicle trips would result in approximately 557,725 VMT and consume an estimated 23,730 gallons of gasoline and diesel combined during future development projects construction phases. Additionally, on-site construction equipment would consume an estimated 44,668 gallons of diesel fuel. Limitations on idling of

vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impacts related to electricity and fuel consumption would be less than significant.

Operation

Electricity and Natural Gas

Operation of the proposed project would consume energy as part of building operations and transportation activities. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Based on CalEEMod energy use estimations, operations for the Project would result in approximately 775,661 kWh of electricity and 1,866,725 kBTU/year of natural gas annually.

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

Fuel

Operational energy would also be consumed during vehicle trips associated with future development projects envisioned under the proposed project. Fuel consumption would be primarily related to vehicle use by residents, visitors, and employees associated with future development projects. Based on CalEEMod energy use estimations, project-related vehicle trips would result in approximately 3,183,391 VMT and consume an estimated 128,569 gallons of gasoline and diesel combined, annually (see Attachment C of Appendix E).

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

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

Less than Significant Impact.

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

Construction

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

Operation

California's Renewable Portfolio Standard (RPS) establishes a goal of renewable energy for local providers to be 44 percent by 2040. Similarly, the State is promoting renewable energy targets to meet the 2022 Scoping Plan greenhouse gas emissions reductions. As discussed in Section 5.1 of Appendix C, the Project would result in approximately 775,661 kWh of electricity and 1,866,725 kBTU/year of natural gas annually.

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

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

21. PREVIOUS ENVIRONMENTAL ANALYSIS:

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

DOCUMENTS INCORPORATED BY REFERENCE:

1. City of Corona General Plan 2020-2040. Available online: https://www.coronaca.gov/home/showpublisheddocument/25479/638494039032370000
2. City of Corona Technical Background Update EIR, 2019. Available online: https://www.coronaca.gov/home/showpublisheddocument/17290/637122799157100000
3. City of Corona Municipal Code. Available online: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33686
4. Preliminary Geotechnical and Infiltration Feasibility Investigation Report prepared by LOR Geotechnical dated April 17, 2024 (Appendix A).
5. Project Specific Water Quality Management Plan (WQMP), prepared by Fuscoe Engineering, Inc. dated April 2024 (Appendix B).
6. Preliminary Drainage Analysis, prepared by Fuscoe Engineering, Inc. dated April 2024 (Appendix C).
7. Sewer and Water Study Report, prepared by Fuscoe Engineering, Inc. dated May 2024 (Appendix D).
8. Air Quality, Greenhouse Gas and Energy Assessment prepared by Urban Crossroads dated December 20, 2023 (Appendix E).
9. Air Toxic and Criteria Pollutant Health Risk Assessment prepared by Urban Crossroads dated January 19, 2024 (Appendix F).
10. Traffic Analysis prepared by Urban Crossroads dated April 15, 2024 (Appendix G).
11. Biological Resources Technical Memorandum (BRTM) prepared by Dudek dated April 25, 2024 (Appendix H).
12. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis Memorandum prepared by Dudek dated April 18, 2024 (Appendix I).
13. Phase I Environmental Site Assessment (ESA) prepared by TA-Group DD, LLC dated September 25, 2023 (Appendix J).
14. Noise and Vibration Analysis prepared by Urban Crossroads dated May 1, 2024 (Appendix K).
15. Cultural Resources Inventory completed by Dudek dated April 25, 2024 (Appendix L).
16. Paleontological Resources Inventory completed by Dudek dated April 17, 2024 (Appendix M).

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
Noise						
MM NOI-1	Interior Noise Reduction Plan. Prior to issuance of a building permit, the following or equivalent noise abatement measures shall be clearly shown on the building plans: <u>Windows & Glass Doors:</u> • First story facades in Buildings 2 and 4 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 28. • First story facades in Building 1 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 29. • Second story facades on units facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 29. • Third story facades on Building 1 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 31. • Third story facades on Building 2 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with	Condition of Approval	Submittal of documentation	Prior to issuance of building permit	Project Applicant, Planning and Development Department – Building & Planning Divisions	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	minimum sound transmission class (STC) ratings of 32. • Third story facades on Building 4 facing 2nd Street require windows and glass doors with well-fitted, well-weather-stripped assemblies with minimum sound transmission class (STC) ratings of 29. Doors (Non-Glass): All exterior doors shall be well weather-stripped. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receives circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.					
Biological Resources						
MM BIO-1	**Migratory Bird Treaty Act.** In the event that vegetation and tree removal should occur between January 15 and September 15, the Project Applicant shall retain a qualified biologist to conduct a nesting bird survey no more than 3 days prior to the issuance of a grading permit. The biologist conducting the clearance survey shall document the negative results if no active	Condition of Approval	Submittal of documentation	Prior to issuance of grading permit	Project Applicant, Project Biologist/Planning and Development Department – Planning Division	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	bird nests are observed on the Project site or within 500 feet of the Project site during the clearance survey with a brief letter report, submitted to the City of Corona Planning and Development Department prior to the issuance of a grading permit, indicating that no impacts to active bird nests would occur before grading can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 200-foot buffer around the active nest. For listed raptor species, this buffer shall be 500-feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. The buffer will remain in place as long as the nest is considered active, as determined by a qualified on-site biologist. Prior to the commencement of construction activities and the issuance of any permits, results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Corona Planning and Development Department.					
Cultural Resources and Tribal Cultural Resources						
MM CUL-1	**Archaeological Monitoring**. Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified Archaeologist ("Archaeological Monitor") for mitigation monitoring services and implement a Cultural Resource Monitoring Program (CRMP). At least 30 days prior to issuance of grading permits, a copy of the executed agreement between the Project Applicant and Archaeologist shall be submitted to the Planning and Development Department: • A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite	Condition of Approval	Submittal of documentation showing that an archaeologist has been retained for the Project.	Prior to issuance of grading permits and during grading activities	Project Applicant, Project Archaeologist/Planning and Development Department – Planning Division	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon and Sobobas Band of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any. • The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions. • Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.					
MM CUL-2	**Inadvertent Discovery and Native American Notification.** In the event that a significant cultural resource is discovered during ground	Condition of Approval	Submittal of documentation showing that a	Prior to issuance of grading permits and during grading	Project Applicant, Project Archaeologist, Planning and	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	disturbance activities, the project archaeologist shall notify the City and the Rincon and/or Soboba Band of Luiseño Indians for purposes of inviting the Tribes to participate in the CRMP implementation and to observe any continuing ground-disturbing construction activities. Further, all ground disturbance activities within 50 feet of the discovered cultural resource shall be halted and the applicant and a meeting shall be convened between the developer, the consulting archaeologist, the lead agency and a Rincon tribal representative to discuss the significance of the find. Further ground disturbance shall not resume in the area of the discovery until the appropriate treatment has been accomplished.		Native American Monitor has been retained for the Project.	activities	Development Department – Planning Division, Native American Monitor	
MM CUL-3	**Paleontological Monitor.** Prior to the issuance of grading permits, the Project Applicant shallsubmit to and receive approval from the City of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). The PRMMP shall include the provision of a trained paleontological monitor during onsite soil disturbance activities. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough grading phases of the Project site within native soils that have the potential to harbor paleontological resources. The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. If paleontological resources are unearthed or discovered during grading activities, the following recovery processes shall apply: • Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern	Condition of Approval	Submittal of a Paleontological Resources Monitoring and Mitigation Plan	Prior to issuance of grading permits and during grading activities	Project Applicant, Planning and Development Department – Planning Division, Paleontological Monitor	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	paleontological techniques. • All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. • A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. • All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.					
MM CUL-4	**Discovery of Human Remains**: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department, Planning Division, immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as	Condition of Approval	Submittal of documentation	If human remains are discovered during ground-disturbing construction activities	Construction Contractor(s), County Coroner, NAHC	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).					