



Agenda Report

File #: 20-0150

**PLANNING AND HOUSING COMMISSION
STAFF REPORT**

DATE: 2/24/2020

TO: Honorable Chair and Commissioners

FROM: Community Development Department

APPLICATION REQUEST:

V2019-0002: Variance application requesting relief from the development standards under Section D (Table III-3) of the Downtown Corona Revitalization Specific Plan to reduce the 10-foot rear yard landscape setback to zero to accommodate parking spaces and on-site circulation associated with the development of a 99,560 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC., 1300 Bristol Street North, Suite 290, Newport Beach, CA 92660).

RECOMMENDED ACTION:

That the Planning and Housing Commission adopt Resolution No. 2551 GRANTING V2019-0002, based on the findings contained in the staff report and conditions of approval.

PROJECT SITE SUMMARY

Area of Property: 4.80 acres

Existing Zoning: BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01)

Existing General Plan: LI (Light Industrial)

Existing Land Use: Developed with six vacant industrial structures

Proposed Land Use: Industrial Building

Surrounding Zoning/Land Use:

N: State Route 91

E: Industrial developments/BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01)

S: Third Street and single-family residences/SF (Single Family) designation of the Downtown Corona Revitalization Specific Plan (SP98-01)

W: Industrial developments/BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01)

BACKGROUND

The 4.80 acre project site is located on the north side of Third, approximately 300 feet east of Grand Boulevard. The site borders State Route 91 to the north. The site has a zoning of Business Park (BP) under the Downtown Corona Revitalization Specific Plan and a General Plan designation of Light Industrial (LI). The surrounding land uses are primarily industrial and residential which are located across Third Street to the south.

V2019-0002 is associated with a parcel map and a precise plan application. The parcel map will create one lot for the development of the 99,560 square foot industrial building. The parcel map is being reviewed as PM 37746. The precise plan will review the site plan, architecture, parking and landscaping associated with the development of the 99,560 square foot industrial building on the project site. The precise plan is being reviewed as PP2019-0007. The applicant is requesting concurrent approvals for the parcel map, precise plan and variance applications.

The project was initially reviewed by city staff at the Development Plan Review meeting on May 23, 2019. The applicant submitted official applications for the parcel map, precise plan and variance on September 20, 2019, which were reviewed by the Project and Environmental Review Committee on October 10, 2019 and determined to be incomplete. The applicant submitted the revised items to staff and the applications were considered complete on January 24, 2020 and cleared for public hearing before the Planning and Housing Commission on February 24, 2020.

The applicant was advised to do community outreach with the residences located across the project site to the south. The applicant's development team walked the neighborhood on four separate occasions, including April 12, 2019, July 1, 2019, September 3, 2019 and September 18, 2019, to present and discuss the proposed project. Per the applicant, the proposed project was well received by the residents and the major concern that came up was related to dust emanating from the site during construction. To address this concern, the development team intends to provide car washes on a monthly basis as a show of good faith and communal neighborly spirit. For the residents who were not home during the times the development team was canvassing the neighborhood, a bilingual letter describing the project was left on the property. The letter included a description of the project along with the contact information for the development team. Copies of the letters and a map of the 34 properties that were included in the community outreach are attached as Exhibits E1, E2 and E3.

PROJECT DESCRIPTION

Variance 2019-0002 pertains to the rear yard setback of the subject development. The Downtown Corona Revitalization Specific Plan requires all projects in the BP designation to provide a minimum rear yard setback of 10 feet which must be fully landscaped. As shown by the applicant's site plan in Exhibit A, the project is proposing to eliminate this 10-foot landscape setback along the site's entire rear yard, which is located along the north property line adjacent to a 40-foot high retaining wall constructed as part of the State Route 91 widening project. In place of landscaping, the applicant is proposing to extend the site's parking lot into the 10-foot setback area and up to the north property line.

The reason the applicant is requesting to deviate from the development standards is because the Public Works Department is requiring the applicant to establish an easement ranging from 26 feet wide to 40 feet wide on the associated parcel map (PM 37746) for an existing underground public storm drain located along the north property line where the 10-foot landscape setback would have been required. The storm drain easement runs parallel to the north property line extending from the

westerly to the easterly limits of the project site. The northwest corner of the site contains the widest portion of the easement. The Public Works Department has also requested that no trees or landscaping including irrigation lines be installed over the easement in order to eliminate any potential access issues to the storm drain should the city ever need to maintain the storm drain in the future. Therefore, applicant is requesting a variance to eliminate the required 10-foot rear yard setback. This area will be occupied by parking spaces and a drive aisle associated with the industrial building that is being proposed on the property. This area is not visible to the general public and would only be visible to those that would occupy the building. No aesthetic impact to the community would occur as a result of this variance.

Other than the project's rear yard landscape setback, all other aspects of the project meet the development standard of the BP designation including access, circulation, and parking. In addition, the variance will not affect the surrounding properties as the project is capable of complying with all other development standards of the BP designation and the Corona Municipal Code.

ENVIRONMENTAL ANALYSIS

Per Section 15070 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 because 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 mitigation measures 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 Mitigation Negative Declaration is recommended for adoption (Exhibit D).

FISCAL IMPACT

The applicant paid \$4,297.00 in application processing fees for the variance application.

PUBLIC NOTICE AND COMMENTS

A 20-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the *Sentinel Weekly News* and posted at the project site. As of the preparation of this report, the Community Development Department has not received any response from the public regarding the proposal.

STAFF ANALYSIS

Per Corona Municipal Code Chapter 17.96, when certain properties cannot enjoy the same privileges enjoyed by other properties in the vicinity under identical zoning classification causing difficulties and hardships due to size, shape, topography, location or surroundings there is a need for a variance to be granted. As demonstrated by the applicant's site plan, special circumstances do exist on the project site. The project site will be constrained by a 26-foot storm drain easement located along the northern portion of the site, which is the reason for the variance being sought.

The variance will not adversely affect the property or the use thereof in the vicinity of the project site because the 10-foot rear yard landscape setback will not be visible from public view as this area abuts a 40-foot high retaining wall for State Route 91. Furthermore, the property is still capable of meeting all other development standards imposed by the BP designation and the Corona Municipal Code. The variance is not a granting of special privileges, as it has been demonstrated that the physical characteristics of the project site and the underlying easements of the property pose special

circumstances on the project site. Therefore, V2019-0002 is recommended for approval based on the following findings and conditions of approval attached as Exhibit B.

FINDINGS FOR APPROVAL OF V2019-0002

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 Conditions of Approval attached as Exhibit B.*
 - b. *There is no substantial evidence before the City that the revised project may have a significant effect.*
2. The strict application of the terms of the zoning regulations from which the Variance is being sought deprives the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification because of the following special circumstances applicable to the property related to size, shape, topography, location or surroundings:
 - a. *The project site will be constrained by a 26-foot wide storm drain easement required to be established along the property's rear property line. The easement prevents the project from providing a 10-foot rear yard landscape setback along this area as required by the BP designation because landscaping is not permitted over the easement. Therefore, the site is constrained by special circumstances related to existing onsite improvements that are applicable to other properties.*
3. The approval of V2019-0002 does not constitute the granting of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which subject property is located for the following reason:
 - a. *Approval of V2019-0002 would not been a granting of special privileges because other properties in the surrounding area are existing and have not been impacted by underlying easements that would require the granting of a variance. The applicant has also demonstrated that the physical characteristics of the project site pose special circumstances that apply to the subject site.*
4. The Variance will not adversely affect property and the use thereof in the vicinity of subject property or the public health, safety and general welfare for the following reason:
 - a. *Approval of V2019-0002 will not adversely affect the property or the use thereof in the vicinity of the project site because the 10-foot rear yard landscape setback will not be visible to the general public and abuts a 40-foot high retaining wall for State Route 91. Furthermore, the property is still capable of meeting all other applicable development standards imposed by the BP designation and the Corona Municipal Code.*

PREPARED BY: LUPITA GARCIA, ASSOCIATE PLANNER

REVIEWED BY: SANDRA YANG, SENIOR PLANNER

SUBMITTED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Resolution No. 2551
2. Locational and Zoning Map
3. Exhibit A - Site Plan with underlying easements
4. Exhibit B - Conditions of Approval
5. Exhibit C - Applicant's letter requesting Variance
6. Exhibit D - Environmental Documentation
7. Exhibits E1-E3 - Community Outreach Notices dated March 7 and March 14, 2019 and Map of Notified Residential Properties

Case Planner: Lupita Garcia (951) 736-2293



RESOLUTION NO. 2551

APPLICATION NUMBER: V2019-0002

A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, GRANTING A VARIANCE FROM THE PROVISIONS OF THE DEVELOPMENT STANDARDS UNDER CHAPTER III, SECTION D (TABLE III-3) OF THE DOWNTOWN CORONA REVITALIZATION SPECIFIC PLAN TO REDUCE THE REAR YARD LANDSCAPE SETBACK FOR THE BUSINESS PARK DESIGNATION TO ACCOMMODATE PARKING SPACES AND ON-SITE CIRCULATION ASSOCIATED WITH THE DEVELOPMENT OF AN INDUSTRIAL BUILDING LOCATED ON THE NORTH SIDE OF THIRD STREET AND EAST OF GRAND BOULEVARD IN THE BP (BUSINESS PARK) DESIGNATION OF THE DOWNTOWN CORONA REVITALIZATION SPECIFIC PLAN (SP98-01). (APPLICANT: MICHAEL MCKENNA WITH EBS REALTY PARTNERS, LLC).

WHEREAS, the application to the City of Corona, California, for a variance from Chapter III, Section D (Table III-3) of the Downtown Revitalization Specific Plan (SP98-01) for the rear yard setback in the BP designation has been made by Michael McKenna with EBS Realty Partners, LLC, and duly submitted to said City's Planning and Housing Commission for decision after public hearing, for which proper notice was given, held on 24th day of February, 2020, as required by law; and

WHEREAS, after close of said Hearing, the Commission by formal action, found that because of special circumstances applicable to subject property, including size, shape, topography, location or surroundings, the strict application of Chapter III, Section D (Table III-3) of the Downtown Revitalization Specific Plan in the BP designation for the rear yard setback deprives subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification, based on the evidence presented to the Commission during said hearing;

WHEREAS, the Variance was submitted in conjunction with Parcel Map 37746 (PM 37746) and Precise Plan 2019-0007 (PP2019-0007); and

WHEREAS, the Planning and Housing Commission held a noticed public hearing for PM 37746, Variance 2019-0002, and PP2019-0007 on February 24, 2020, as required by law; and

WHEREAS, at the conclusion of the hearing the Planning and Housing Commission, pursuant to CEQA Guidelines Section 15070, recommended the City Council adopt the Mitigated Negative Declaration prepared for PM 37746, Variance 2019-0002 and PP2019-0007, because the information contained in the MND, the initial study and the administrative records for this project, including all written and oral evidence provided during the comment period and presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this project are either no impact or less-than-significant.

NOW, THEREFORE, THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

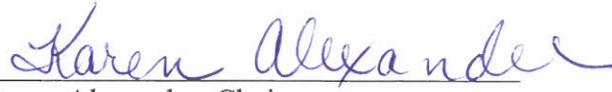
1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:
 - a. *The project applicant has agreed to revise the project 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 Conditions of Approval attached as Exhibit B.*
 - b. *There is no substantial evidence before the City that the revised project may have a significant effect.*
2. The strict application of the terms of the zoning regulations from which the Variance is being sought deprives the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification because of the following special circumstances applicable to the property related to size, shape, topography, location or surroundings:
 - a. *The project site will be constrained by a 26-foot wide storm drain easement required to be established along the property's rear property line. The easement prevents the project from providing a 10-foot rear yard landscape setback along this area as required by the BP designation because landscaping is not permitted over the easement. Therefore, the site is constrained by special circumstances related to existing onsite improvements that are applicable to other properties.*
3. The approval of V2019-0002 does not constitute the granting of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which subject property is located for the following reason:
 - a. *Approval of V2019-0002 would not be a granting of special privileges because other properties in the surrounding area are existing and have not been impacted by underlying easements that would require the granting of a variance. The applicant has also*

demonstrated that the physical characteristics of the project site pose special circumstances that apply to the subject site.

4. The Variance will not adversely affect property and the use thereof in the vicinity of subject property or the public health, safety and general welfare for the following reason:
 - a. *Approval of V2019-0002 will not adversely affect the property or the use thereof in the vicinity of the project site because the 10-foot rear yard landscape setback will not be visible to the general public and abuts a 40-foot high retaining wall for State Route 91. Furthermore, the property is still capable of meeting all other applicable development standards imposed by the BP designation and the Corona Municipal Code.*

BE IT FURTHER RESOLVED that a copy of this resolution be delivered to the City Clerk of said City and a copy thereof be sent to the applicant therefore at the address of said applicant as set forth in the application for said variance.

Adopted this 24th day of February, 2020.



Karen Alexander, Chair
Planning and Housing Commission
City of Corona, California

ATTEST:



Jennifer Killman
Secretary, Planning and Housing Commission
City of Corona, California

I, Jennifer Killman, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing resolution was regularly introduced and adopted in a regular session of said Planning and Housing Commission duly called and held on the 24th day of February, 2020, and was duly passed and adopted by the following vote, to wit:

AYES: Alexander, Siqueland, Hooks and Jones

NOES: None

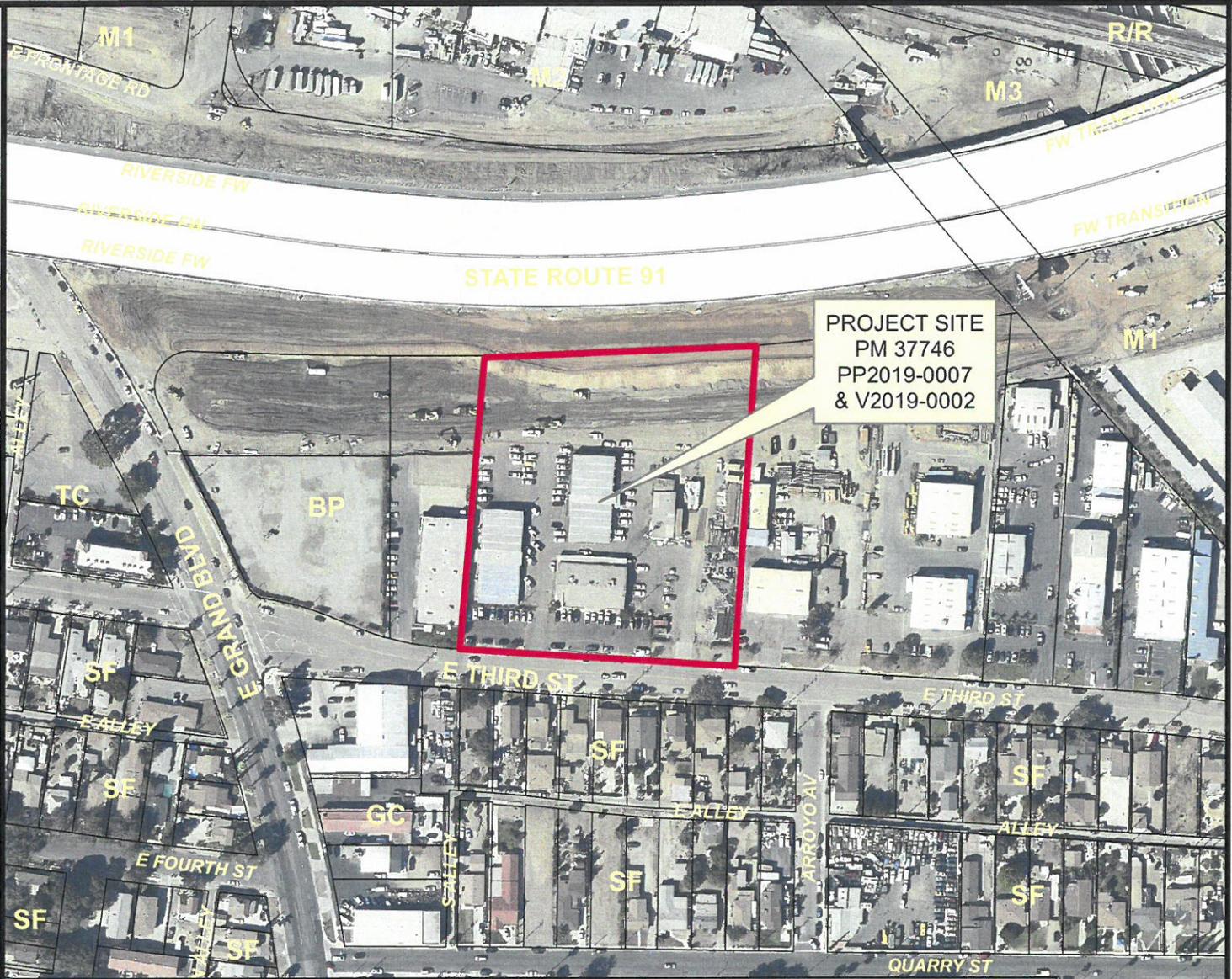
ABSENT: None

ABSTAINED: None



Jennifer Killman
Secretary, Planning and Housing Commission
City of Corona, California

LOCATIONAL & ZONING MAP



PROJECT SITE
 PM 37746
 PP2019-0007
 & V2019-0002

- BP- Business Park of SP98-01**
- SF: Single Family Residential of SP98-01**
- GC: General Commercial of SP98-01**
- TC: Transitional Commercial of SP98-01**
- M-1: Light Manufacturing**
- M-2: General Manufacturing**
- M-3: Heavy Manufacturing**
- R/R: Railroad**



Date: 02/13/2020

**903 E. Third Street
 PM 37746, PP2019-0007 and
 V2019-0002**



THIRD STREET WAREHOUSE APN 117-270-021, & A PORTION OF 117-270-022 VARIANCE EXHIBIT

IN THE CITY OF CORONA, COUNTY OF RIVERSIDE,
NOVEMBER 2019

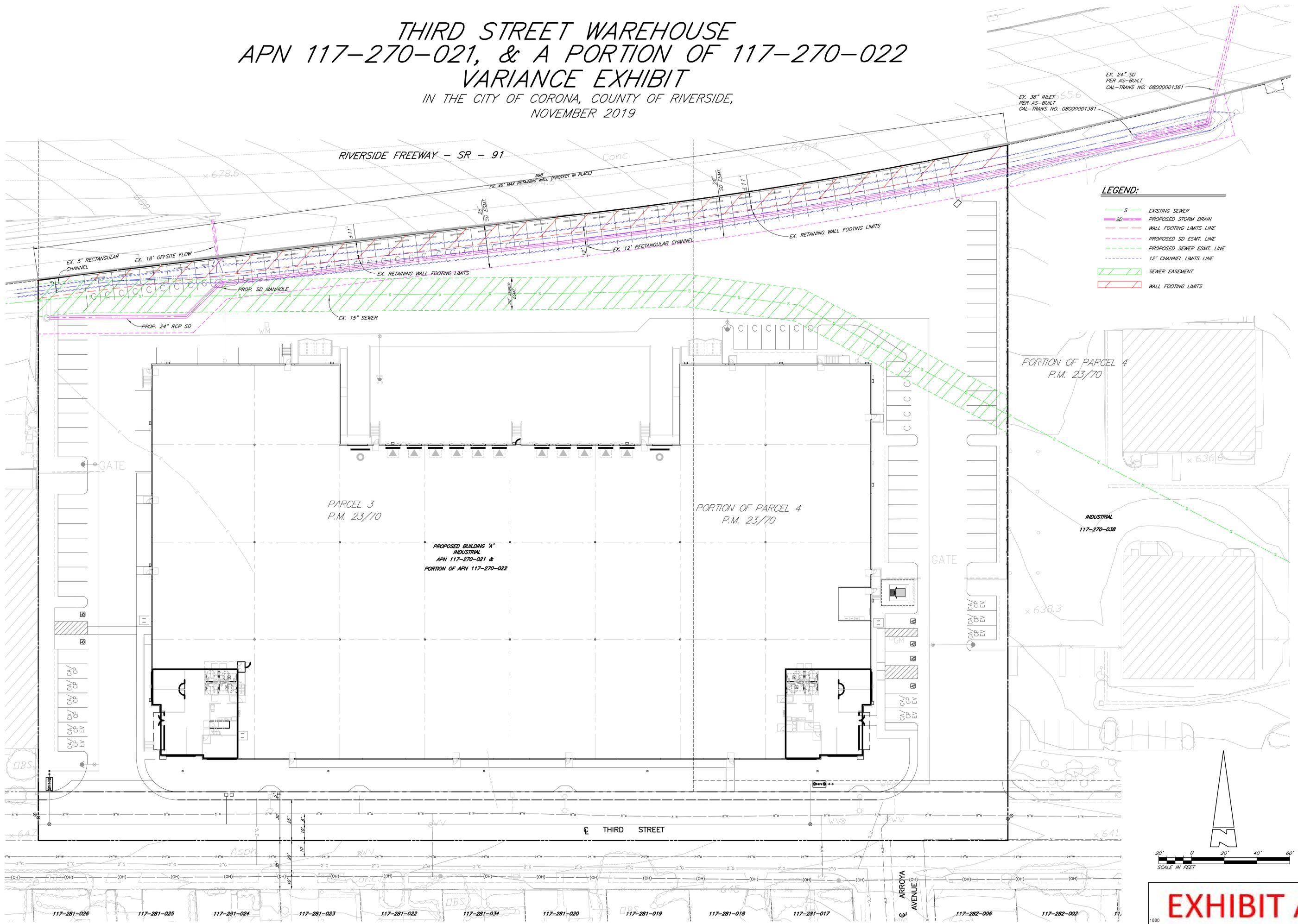


EXHIBIT A

R:\1911874\PRELIM\1874_VARIANCE EXHIBIT.dwg (11/6/2019 4:14 PM) Plotted by: Hector Campos



Project Conditions

City of Corona

Project Number: V2019-0002

Description: **VARIANCE FOR SETBACK ON WAREHOUSE APPROX. 96,000 FOOTPRINT**

Applied: **9/20/2019**

Approved:

Site Address: **903 E THIRD ST CORONA, CA 92879**

Closed:

Expired:

Status: **RECEIVED**

Applicant: **EBS REALTY PARTNERS LLC**

Parent Project: **DPR2019-0005**

1300 BRISTOL STREET NORTH, SUITE 290 NEWPORT BEACH CA, 92660

Details: **VARIANCE FOR WAREHOUSE BUILDING APPROX. 96,000 SQ.FT. LOCATED ON AN 4.22 ACRE SITE.**

LIST OF CONDITIONS

DEPARTMENT	CONTACT
PLANNING	Lupita Garcia
<ol style="list-style-type: none"> 1. 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. 2. 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. 3. This variance permit hereby allowed is conditional upon the privileges being utilized by the securing of the first permit thereof, within two (2) years after the effective date thereof, and if they are not utilized, or construction work is not begun within said time and carried on diligently to completion, this authorization shall become void, and any privilege, permit, or variance granted shall be deemed to have lapsed. 4. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees. 5. The scope of the variance is limited to the 10-foot rear yard landscape setback requirement. All other landscape setbacks shall comply with the BP designation of the Downtown Corona Revitalization Specific Plan and the Corona Municipal Code as applicable. 	

November 11, 2019

CITY OF CORONA
c/o Planning Division
400 S. Vicentia Avenue
Corona, CA 92882

Re: **900-1001 East 3rd Street, Corona, CA 92879**
Variance Major Submittal Requirements # 9 – **DPR2019-0005**
GAA Project No. EBS006.01

Dear Planning Division:

Project Scope – Construction of an industrial building on a 4.80 acres located on the north side of East 3rd Street, approximately 300 feet east of E. Grand Blvd. in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP 98-01).

Variance Major – The proposed variance to reduce rear yard landscape setback adjacent to State Route 91 from 10 feet to zero feet is necessary for several reasons:

Due to a proposed drainage easement along the northern property line that is required to be dedicated by Riverside County Transportation Department and assigned to the City as part of the Parcel Map provide for drainage across the landscape setback area. The upstream flows that are being conducted across the subject property are significant and would result in soil erosion, and damage to any proposed planting. This erosion in return would ultimately divert soil, vegetation and debris into the downstream master planned storm drain facilities which would cause ongoing maintenance issues and poses the potential for a blockage in the line which could result in substantial additional area wide flooding. In addition to the forgoing, there is an existing 40± foot high retaining wall (that abuts the 91 Freeway) that has large footings extending between 9' to 11' off the face of wall at a depth of approximately 1.5' to surface grade. These two issues make having any form of landscaping, especially trees impossible as the footing and easement area is required to be maintained free and clear of vegetation. The 10-foot landscaping setback will be paved up to the face of the existing retaining wall providing coverage over and protection to existing footing, increasing the structural integrity of the wall.

It is important to bear in mind that the landscape setback area we are seeking a variance from abuts the 91 Freeway but is 40 feet below the freeway elevation. Accordingly, it is not visible from the freeway. Further, the truck court area will also be completely screened from 3rd Street and will be secured on all sides. To that end, it will not be visible from the public right of way. Further still, none of the adjacent properties have a rear landscape buffer, so the proposed variance request is harmonious with the surrounding areas. Finally, and as a point of pragmatism, landscape in truck courts a maneuvering area never fare well. They are often not well maintained and frequently get damaged by the trucking while utilizing the loading area. It is for the forgoing reasons we are respectfully requesting the subject variance.

GAA ARCHITECTS, INC. 8811 Research Drive, Suite 200 Irvine, CA 92618 T: 949 474 1775 F: 949 553 9133

900-1001 East 3rd Street, Corona, CA 92879

Variance Major Submittal Requirements # 9 – **DPR2019-0005**

November 11, 2019

Page 2 of 2

This area is along the northern side of the property and will not impact any visual aesthetics from the public view or adversely affect the property and the use in the vicinity, nor the public's health, safety and general welfare.

Sincerely,



Roger Deitos, AIA

Principal

GAA ARCHITECTS, INC.

RD/ms

cc: Craig Williamson – GAA

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**CITY OF CORONA
MITIGATED NEGATIVE DECLARATION**

NAME, DESCRIPTION AND LOCATION OF PROJECT:

PM 37746: Parcel Map application to create one lot on 4.80 acres for the development of a 101,690 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downton Corona Revitalization Specific Plan (SP98-01).

PP2019-0007: Precise Plan application to review the site plan, architecture, parking and landscaping associated with the development of a 101,690 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downton Corona Revitalization Specific Plan (SP98-01).

V2019-0002: Variance application requesting relief from the development standards under Section D (Table III-3) of the Downton Corona Revitalization Specific Plan to reduce the 10-foot rear yard landscape setback to zero to accommodate parking spaces and on-site circulation associated with the development of a 101,690 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downton Corona Revitalization Specific Plan (SP98-01).

ENTITY OR PERSON UNDERTAKING PROJECT:

Michael McKenna
EBS Realty Partners, LLC.
1300 Bristol Street North, Suite 290
Newport Beach, CA 92660

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

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

Date: _____

Mayor
City of Corona

Date filed with County Clerk: _____



CITY OF CORONA INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE:

PM 37746: Parcel Map application to create one lot on 4.80 acres for the development of a 101,690 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01).

PP2019-0007: Precise Plan application to review the site plan, architecture, parking and landscaping associated with the development of a 101,690 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01).

V2019-0002: Variance application requesting relief from the development standards under Section D (Table III-3) of the Downtown Corona Revitalization Specific Plan to reduce the 10-foot rear yard landscape setback to zero to accommodate parking spaces and on-site circulation associated with the development of a 101,690 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01).

PROJECT LOCATION:

North side of Third Street and east of Grand Boulevard, in the City of Corona, County of Riverside (APNs: 117-270-021 and 117-270-022).

PROJECT PROPONENT:

Michael McKenna
EBS Realty Partners, LLC.
1300 Bristol Street North, Suite 290
Newport Beach, CA 92660

PROJECT DESCRIPTION:

The project is for the development of a 101,690 square foot industrial building on 4.80 acres located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). The project site is currently developed with various prefabricated metal buildings. The project requires three entitlements, PM 37746, PP2019-0007 and V2019-0002, which are described above.

ENVIRONMENTAL SETTING:

Presently, the subject site is developed with six industrial structures which are currently vacant. The site contains a parking lot, landscaping, and chain link fencing along the east and west perimeters, and a block wall along the north perimeter adjacent to State Route 91. Abutting the property to the north is State Route 91, to the east and west are industrial developments, to the south is Third Street with single family homes beyond. The portion of Third Street adjacent to the site is improved with roadway, curb and gutter. The applicant will be constructing a five-foot wide sidewalk on Third Street adjacent to the project site.

GENERAL PLAN \ ZONING:

The subject property is located within the Downtown Corona Revitalization Specific Plan and has a zoning of BP (Business Park) and a General Plan designation of LI (Light Industry). The project is consistent with the site's zoning and General Plan designation as the project is to create one lot on 4.80 acres for the development of a 101,690 square foot industrial building.

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.

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

Date Prepared: January 27, 2020 Prepared By: Lupita Garcia, Associate Planner
 Contact Person: Lupita Garcia Phone: (951) 736-2262

AGENCY DISTRIBUTION

(check all that apply)

- _____ Responsible Agencies
- _____ Trustee Agencies (CDFG, SLC, CDPR, UC)
- _____ State Clearinghouse (CDFG, USFWS, Redevelopment Projects)
- _____ AQMD
- _____ WQCB
- X Other: Pechanga Band of Luiseno, Soboba Band of Luiseno Indians, Joseph and Luebben, Santa Rosa Band of Cahuilla Mission Indians, Gabrieleno/Tongva San Gabriel Band of Mission Indians.

AGENCY DISTRIBUTION

_____ Southern California Edison

Southern California Edison Co.
 Local Governmental Affairs
 Land Use / Environmental Coord.
 2244 Walnut Grove Avenue
 Rosemead, CA 91770

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

1. LAND USE AND PLANNING:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with surrounding land uses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Physically divide established community	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project site is located within the Downtown Corona Revitalization Specific Plan and zoned BP (Business Park) and designated as LI (Light Industrial) on the city's General Plan Land Use Map. The proposed project does not conflict with the project site's zoning and General Plan designation as the proposed development of a 101,690 square foot industrial building complies with the BP zone and LI designation in terms of land use. Therefore, no mitigation would be required.

Furthermore, the LI designation prescribes a floor area ratio (FAR) of 0.5 and the project proposes a FAR of 0.48. Therefore, the development proposed by PM 37746, PP2019-0007, and V2019-0002 do not exceed the allowable FAR prescribed for the LI designation of the City's General Plan.

The project is bounded by State Route 91 to the north, industrial developments to the east and west, and Third Street to the south with single family developments beyond. The north side of Third Street contains industrial developments and the south side of Third Street contains single family developments. The new industrial building would be consistent with the industrial developments on the north side of Third Street. Also, the site was previously used for industrial purposes and the site's existing zoning and General Plan designation permit the site to be developed as proposed. Therefore, it will not conflict with the surrounding residential developments or physically divide an established community and no mitigation is necessary.

2. POPULATION AND HOUSING:

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

Discussion:

The project is an industrial development. Therefore, the project will not induce substantial growth or exceed the city's population projections established in the 2004 General Plan for build-out year 2025. Therefore, no impact would occur, and no mitigation would be required.

The project will not displace substantial numbers of existing housing or people as there are no residential structures on the project site; therefore, no mitigation would be required.

3. GEOLOGIC PROBLEMS:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Grading of more than 100 cubic yards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Grading in areas over 10% slope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantial erosion or loss of topsoil	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Unstable soil conditions from grading	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Expansive soils	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The site is not located in an Alquist-Priolo Earthquake Fault Zone and thus, ground rupture due to faulting is considered unlikely at this site. The project will be subject to city and county local codes and the latest California Building Code (CBC). Therefore, any potential impacts related to fault/seismic failures would be reduced to a less than significant impact; therefore, no mitigation would be required.

Per the Geotechnical Engineering analysis prepared by NorCal Engineering (March 4, 2019), the site is relatively flat descending slightly from a rear to front direction a few feet. As such landslide/slope instability/ rock fall issues pose a very low risk. Soils liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are moderate to strong ground shaking, relatively clean, loose granular soils, and saturated soil conditions. The potential for liquefaction is considered low based upon the groundwater level in excess of 100 feet. The proposed design is in conformance with the latest California building code provisions for earthquake design. Therefore, the property has a very low expansion potential. Additionally, expansive soils were encountered on the project site; however, following the expansive soils guidelines provided in the Geotechnical Engineering analysis prepared by NorCal Engineering (March 4, 2019) will reduce the expansive soils to a less than significant impact. Therefore, any potential impacts related to landslide, liquefaction, and expansive soils would be reduced to a less than significant impact; therefore, no mitigation would be required.

The project involves grading approximately 10,437 cubic yards, which is more than 100 cubic yards. Development of the project would require the movement of on-site soils. Prior to the issuance of grading permits, the project applicant would be required to submit detailed grading plans for the project site and would be required to comply with applicable City's grading regulations established in the Corona Municipal Code. Furthermore, development of the site would involve more than one acre; therefore, the proposed project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed on-site grading. Additionally, the project is required to submit a final Water Quality Management Plan (WQMP) which would identify measures to treat and/or limit the entry of contaminants into the storm drain system. Since the project is required to adhere to the City's grading regulations, obtain an NPDES Permit, and prepare an SWPPP and WQMP, impacts associated with soil erosion hazards are less than significant and no mitigation is required.

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

Discussion:

Development of the project site would increase the area of impermeable surface paving which will result in an increase in surface runoff. The applicant has submitted a preliminary Water Quality Management Plan (WQMP) prepared by KWC Engineers (April 17, 2019) to ensure that the project addresses potential water quality impacts. The applicant will be required to implement on site the Best Management Practices (BMPs) identified in the preliminary WQMP to minimize pollutant runoff into the City's storm water drainage system. A BMP for the project is to maintain landscaping using minimum or no pesticides. Another BMP for the project is to maintain and periodically repaint or replace inlet markings. Another BMP is to provide BPM information to new owners, lessees and operators. Prior to issuance of a grading permit, the applicant will be required to submit a final WQMP to be reviewed by the Corona Public Works Department. This will result in a less than significant impact to water quality and therefore, no further mitigation is required.

Per the Hydrology Study prepared for the project site by KWC Engineers (July 2019), the proposed development will incorporate drainage improvements to improve the site conditions. The proposed development is consistent with existing drainage patterns, as the site will have one distinct drainage watershed with offsite water coming into the site from the west. That offsite water will be diverted into a modular wetland system located on the northeast corner of the site, where it will be discharged into an existing 24" storm drain via surface flow on the drive aisles, curb and gutter, and v-gutters. The catch basin will discharge the "First Flush" water into two Modular Wetland System Units (MWS) that will treat the water, and then divert the water into a proposed storm drain system. The hydrology study evaluated the potential effects of runoff based on the development of the proposed project. In addition, the methodology used to analyze the existing and proposed conditions was based on Riverside County's Hydrology Manual. Lastly, storm drain alignments and pipe sizes will be adequately sized in final engineering from the hydrology results and calculations of the HGL for the 100-year storm event. All storm water run-off will be carried via typical street sections and an onsite storm drain system. The computed 10-year storm event will be contained below the top of curb and the computed 100-year storm event will be contained within the street right-of-way. Therefore, any potential impacts to altering existing drainage patterns would be reduced to a less than significant impact and no mitigation is required.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the proposed project site is not within the 100-year flood hazard area. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

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

Discussion:

An Air Quality Analysis was prepared for the project by Ganddini Group Inc., (August 30, 2019), to analyze potential air impacts associated with the proposed project. Emissions were calculated using the latest version of CalEEMod (v2016.3.2), which is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term construction impacts and long-term air quality operational impacts.

The project site is located within the City of Corona and is within the South Coast Air Basin (Basin) and is under the jurisdiction of SCAQMD. To the west of the Basin is the Pacific Ocean. To the north and east of the Basin are the San Gabriel, San Bernardino, and San Jacinto Mountains, while the southern limit of the Basin is the San Diego County Line. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The air quality in the basin is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day and is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the AQMP. Therefore, no impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

Short-Term Project Emissions

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. The proposed project is anticipated to start construction in early 2020 and be completed by the end of February 2021. The grading phase is anticipated to include approximately 250 to 500 cubic yards of import; therefore, in order to show a worst-case analysis, the largest anticipated import, 500 cubic yards, was used in the analysis.

The construction-related criteria pollutant emissions for each phase are shown below in Table 5-A, which shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

**Table 5-A
Construction-Related Regional Pollutant Emissions**

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO ₂	PM10	PM2.5
Demolition	On-Site ²	3.31	33.20	21.75	0.04	2.13	1.61
	Off-Site ³	0.11	1.37	0.77	0.01	0.27	0.08
	Subtotal	3.42	34.57	22.52	0.04	2.40	1.69
Grading	On-Site ²	2.43	26.39	16.05	0.03	3.83	2.49
	Off-Site ³	0.09	0.69	0.68	0.00	0.22	0.06
	Subtotal	2.52	27.08	16.74	0.03	4.05	2.55
Building Construction	On-Site ²	2.12	19.19	16.85	0.03	1.12	1.05
	Off-Site ³	0.47	3.32	3.63	0.02	1.06	0.30
	Subtotal	2.59	22.50	20.48	0.04	2.18	1.35
Paving	On-Site ²	1.38	10.84	12.26	0.02	0.58	0.53
	Off-Site ³	0.09	0.05	0.74	0.00	0.22	0.06
	Subtotal	1.47	10.89	13.00	0.02	0.80	0.59
Architectural Coating	On-Site ²	27.62	1.53	1.82	0.00	0.09	0.09
	Off-Site ³	0.07	0.04	0.55	0.00	0.17	0.05
	Subtotal	27.70	1.57	2.37	0.00	0.26	0.14
Total for overlapping phases ⁴		31.76	34.96	35.85	0.07	3.25	2.09
SCAQMD Thresholds:		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

- (1) Source: CalEEMod Version 2016.3.2
- (2) On-site emissions from equipment operated on-site that is not operated on public roads.
- (3) Off-site emissions from equipment operated on public roads.
- (4) Construction, paving, and painting phases may overlap.

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts. CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. As shown in Table 5-B, the maximum number of acres disturbed in a day would be 2.5 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Corona/Norco source receptor area (SRA) 22 and a disturbance value of two acres per day, to be conservative. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors are single-family detached residential dwelling units located approximately 65 feet (~20 meters) south of the project site; therefore, the SCAQMD Look-up Tables for 25 meters was used.

**Table 5-B
Maximum Number of Acres Disturbed Per Day**

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Demolition	Rubber Tired Dozers	2	0.5	1
Total for phase		-	-	1
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Tractors/Loaders/Backhoes ²	3	0.5	1.5
Total for phase		-	-	2.5

Notes:

- (1) Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.
- (2) The tractor portion of tractor/loader/backhoe assumed to have similar ground disturbance capability as a crawler tractor per SCAQMD guidance.

Table 5-C shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds. The data provided in Table 5-C shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Furthermore, as a condition of approval for the project, on-site grading activities are required to comply with South Coast AQMD Rule 403 to control fugitive dust. Such measures include, but are not limited to watering of the site daily, suspending grading operations during high winds (25 mph) over a 30 minute period, the cleaning of the street and driveways near the project site and enforcing speed limits of 15 miles per hour on unpaved surfaces. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

**Table 5-C
Local Construction Emissions at the Nearest Receptors**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition	33.20	21.75	2.13	1.61
Grading	26.39	16.05	3.83	2.49
Building Construction	19.19	16.85	1.12	1.05
Paving	10.84	12.26	0.58	0.53
Architectural Coating	1.53	1.82	0.09	0.09
SCAQMD Thresholds ²	170	1,007	6	5
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 25 m in SRA 22 Corona/Norco.
 - (2) The nearest sensitive receptors to the project are the single-family detached residential dwelling units located approximately 65 feet (~20 meters) south of the project site; therefore, the 25 meter threshold was used.
- General Note: The proposed project will disturb up to a maximum of 2.5 acre per day (see Table 8).

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Long-Term Regional Operational Impacts

The on-going operation of the proposed project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project generated vehicular trips from the Traffic Impact Analysis prepared by Ganddini Group, Inc. (July 12, 2019) for the proposed

project into the CalEEMod Model. The Traffic Impact Analysis found that the proposed project will generate approximately 221 vehicle trips per day with trip generation rates of 1.74 trips per thousand square foot per day for the warehouse uses and 3.93 trips per thousand square foot per day for the manufacturing uses. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions. The Traffic Impact Analysis found that the proposed warehouse use would create 113 automobile round trips, 5 2-axle truck round trips, 7 3-axle truck round trips, and 17 4+-axle truck round trips per day. The proposed manufacturing use was found to create 62 automobile round trips, 6 2-axle truck round trips, 3 3- axle truck round trips, and 8 4+-axle truck round trips per day. The warehouse and manufacturing vehicle fleet mixes were changed in CalEEMod to match the Traffic Impact Analysis as shown in Tables 5-D and 5-E.

Area sources, as shown in Table 5-F, include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters. Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

**Table 5-D
CalEEMod Revised Vehicle Mix Parameters – Warehouse Use**

CalEEMod Vehicle Type	Vehicle Mix from Traffic Analysis	CalEEMod Default Mix ¹		CalEEMod Revised Mix ²	
		Ratio	Number of Vehicles	Ratio	Number of Vehicles
Light Auto	Automobile	0.542	77	0.486	69
Light Truck < 3750 lbs	Automobile	0.038	5	0.034	5
Light Truck 3751-5750 lbs	Automobile	0.185	26	0.166	24
Med Truck 5751-8500 lbs	Automobile	0.119	17	0.106	15
Lite-Heavy Truck 8501-10,000 lbs	2-Axle Truck	0.016	2	0.027	4
Lite-Heavy Truck 10,001-14,000 lbs	2-Axle Truck	0.005	1	0.008	1
Med-Heavy Truck 14,001-33,000 lbs	3-Axle Truck	0.017	2	0.049	7
Heavy-Heavy Truck 33,001-60,000 lbs	4+-Axle Truck	0.069	10	0.120	17
Other Bus	--	0.001	0	0.000	0
Urban Bus	--	0.001	0	0.000	0
Motorcycle	Automobile	0.005	1	0.004	1
School Bus	--	0.001	0	0.000	0
Motor Home	--	0.001	0	0.000	0
Total		1.0	142	1.0	142

Notes:

- (1) Source: CalEEMod Version 2016.3.2 default values for Opening year of 2021.
- (2) Revised per the vehicle mix provided in the Traffic Impact Analysis of 79.57% Autos, 3.5% 2-Axle Trucks, 4.93% 3-Axle Trucks and 12% 4+ Axle Trucks for the warehouse use.

**Table 5-E
CalEEMod Revised Vehicle Mix Parameters – Manufacturing Use**

CalEEMod Vehicle Type	Vehicle Mix from Traffic Analysis	CalEEMod Default Mix ¹		CalEEMod Revised Mix ²	
		Ratio	Number of Vehicles	Ratio	Number of Vehicles
Light Auto	Automobile	0.542	43	0.480	38
Light Truck < 3750 lbs	Automobile	0.038	3	0.033	3
Light Truck 3751-5750 lbs	Automobile	0.185	15	0.164	13
Med Truck 5751-8500 lbs	Automobile	0.119	9	0.105	8
Lite-Heavy Truck 8501-10,000 lbs	2-Axle Truck	0.016	1	0.058	5
Lite-Heavy Truck 10,001-14,000 lbs	2-Axle Truck	0.005	0	0.018	1
Med-Heavy Truck 14,001-33,000 lbs	3-Axle Truck	0.017	1	0.038	3
Heavy-Heavy Truck 33,001-60,000 lbs	4+-Axle Truck	0.069	5	0.100	8
Other Bus	--	0.001	0	0.000	0
Urban Bus	--	0.001	0	0.000	0
Motorcycle	Automobile	0.005	0	0.004	0
School Bus	--	0.001	0	0.000	0
Motor Home	--	0.001	0	0.000	0
Total		1.0	79	1.0	79

Notes:

- (1) Source: CalEEMod Version 2016.3.2 default values for Opening year of 2021.
- (2) Revised per the vehicle mix provided in the Traffic Impact Analysis of 78.6% Autos, 7.6% 2-Axle Trucks, 3.8% 3-Axle Trucks and 10% 4+ Axle Trucks for the warehouse use.

The worst-case summer or winter criteria pollutant emissions created from the proposed project’s long-term operations have been calculated and are shown below in Table 5-F, which shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

**Table 5-F
Regional Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources ²	2.18	0.00	0.03	0.00	0.00	0.00
Energy Usage ³	0.02	0.22	0.18	0.00	0.02	0.02
Mobile Sources ⁴	0.50	5.80	6.31	0.03	2.09	0.58
Total Emissions	2.70	6.02	6.53	0.04	2.11	0.60
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

- (1) Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
- (4) Mobile sources consist of emissions from vehicles and road dust.

Long Term Local Operational Impacts

Table 5-G shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per Localized Significance Threshold methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the project-related new mobile sources. The data provided in Table 5-G shows that the on-going operations of the proposed project would not exceed SCAQMD local operational thresholds of significance. Therefore, the on-going operations of the proposed project

would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

**Table 5-G
Local Operational Emissions at the Nearest Receptors**

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources ²	0.00	0.03	0.00	0.00
Energy Usage ³	0.22	0.18	0.02	0.02
Vehicle Emissions ⁴	0.58	0.63	0.21	0.06
Total Emissions	0.80	0.84	0.23	0.07
SCAQMD Thresholds ⁵	270	1,700	3	2
Exceeds Threshold?	No	No	No	No

Notes:

- (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
- (5) The nearest sensitive receptors are the single-family detached residential dwelling units located approximately 65 feet (~20 meters) south of the site; therefore, the 25 meter threshold has been used.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

Asbestos

Asbestos is listed as a toxic air contaminant by the California Air Resources Board and as a Hazardous Air Pollutant by the U.S. Environmental Protection Agency. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in Riverside County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located in Santa Barbara County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos. Therefore, the potential risk for asbestos occurring during project construction would be less than significant.

Carbon Monoxide Hot Spot Analysis

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan).

The Traffic Impact Analysis prepared by Ganddini Group, Inc. (July 12, 2019) for the proposed project showed that the project would generate 221 trips per day (287 PCE trips). The intersection with the highest traffic volume is located at Main Street and 3rd Street and has an Opening Year (2021) With Project evening peak hour volume of 1,274 vehicles. The segment with the highest average daily traffic volume for the Opening Year (2021) With Project scenario is Main Street north of Grand Boulevard, which has 37,300 average daily trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the highest traffic volumes fall short of 100,000 vehicles, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

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

Discussion:

Site Access

As shown on the project's site plan, access to the project site will be provided via two (2) driveways located on the southwest corner of the project site and on the southeast corner of the project site. The project will obtain access from Third Street.

State Bill (SB) 743 Compliance Vehicle Miles Traveled (VMT)

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA will shift from driver delay, or level of service (LOS), to reduction of vehicle miles traveled (VMT), reduction in greenhouse gas emissions, and creation of multimodal networks and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB743 with a target implementation date of July 1, 2020.

Per the Traffic Impact Analysis prepared by Ganddini Group Inc., (November 1, 2019), for the project, SB 743 and the new guidelines establish new methodologies for assessing transportation CEQA significant impacts that better align with the state's goal of reducing vehicle usage, promoting multimodal transportation networks and diversity of land uses. The goal in using VMT for analyzing transportation impacts will emphasize reducing the number of trips and distances vehicles are used to travel to/from a development project and/or transit service. Projects located near transit and/or within infill areas generally have lower VMT than projects in rural or undeveloped areas.

The Guideline state the lead agency has discretion to choose the most appropriate methodology for setting thresholds, estimating project VMT, and estimating reductions from mitigations, to allow for consistent comparisons. Where quantitative models or methods are unavailable, section 15064.3 allows agencies to assess VMT qualitatively, using factors such as availability of transit and proximity to other destinations.

The new VMT-based analysis emphasizes "Transit Priority Areas" within one-half mile of a major transit stop or a stop along a high-quality transit corridor. A major transit stop contains an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods. Projects located in transit priority areas should be presumed to have a less than a significant impact. The proposed project is in the City of Corona's transit priority area; therefore, no

impacts would occur as the project is exempt from VMT analysis, and no mitigation measures are required.

The City of Corona has not established VMT methodologies and thresholds at this time. Per the Traffic Impact Analysis prepared by Ganddini Group Inc., (November 1, 2019), the project will be qualitatively reviewed based on proximity to established transit and multimodal transportation. VMT and multi-modal credits have not been applied to the project related trips for the Level of Service Analysis. The project site is located within one-half mile of the Corona transit center (bus-rail service) and is adjacent to the Corona Cruiser redline route (~ 400 feet to bus stops). This location is within a Transit Priority Area; therefore, the project should be presumed to have a less than significant transportation impact for VMT analysis.

Traffic Impact Analysis

A traffic Impact analysis (TIA) was prepared for the project by Ganddini Group Inc., dated November 1, 2019, to analyze traffic operations resulting from development of the proposed project and to identify measures necessary to mitigate potentially significant traffic impacts. The project is anticipated to be completed in 2021 and is estimated to generate 221 daily vehicle trips, including 27 vehicle trips during the AM peak hour and 28 vehicle trips during the PM peak hour. In addition, the proposed project is forecast to generate a total of approximately 279 daily passenger car equivalent (PCE) trips, including 40 PCE trips during the AM peak hour and 41 PCE trips during the PM peak hour.

Although the city's CEQA checklist no longer considers level of service or LOS as a means of determining a significant effect on the environment, the city still uses LOS to determine if an applicant's project needs to construct certain circulation improvements or participate in a fair share cost towards the construction of future circulation improvements. Circulation improvements, if required, would be added as a condition of approval for the project.

Nine study intersections located in proximity to the project site were analyzed. The study intersections are the following:

1. N Main Street and E Grand Boulevard
2. N Main Street at State Route 91 (westbound ramp)
3. N Main Street at State Route 91 (eastbound ramp)
4. N Main Street and Third Street
5. E Grand Boulevard and Joy Street
6. E. Grand Boulevard and Third Street
7. Rimpau Avenue and E Sixth Street
8. Third Street (in front of the project) west access
9. Third Street (in front of the project) east access

Three roadway segments located in proximity to the project site were also analyzed. The roadway segments are the following:

1. Third Street from Main Street to Grand Boulevard
2. Third Street from Grand Boulevard to Arroya Street
3. Third Street from Arroya Street to East Arroya Street

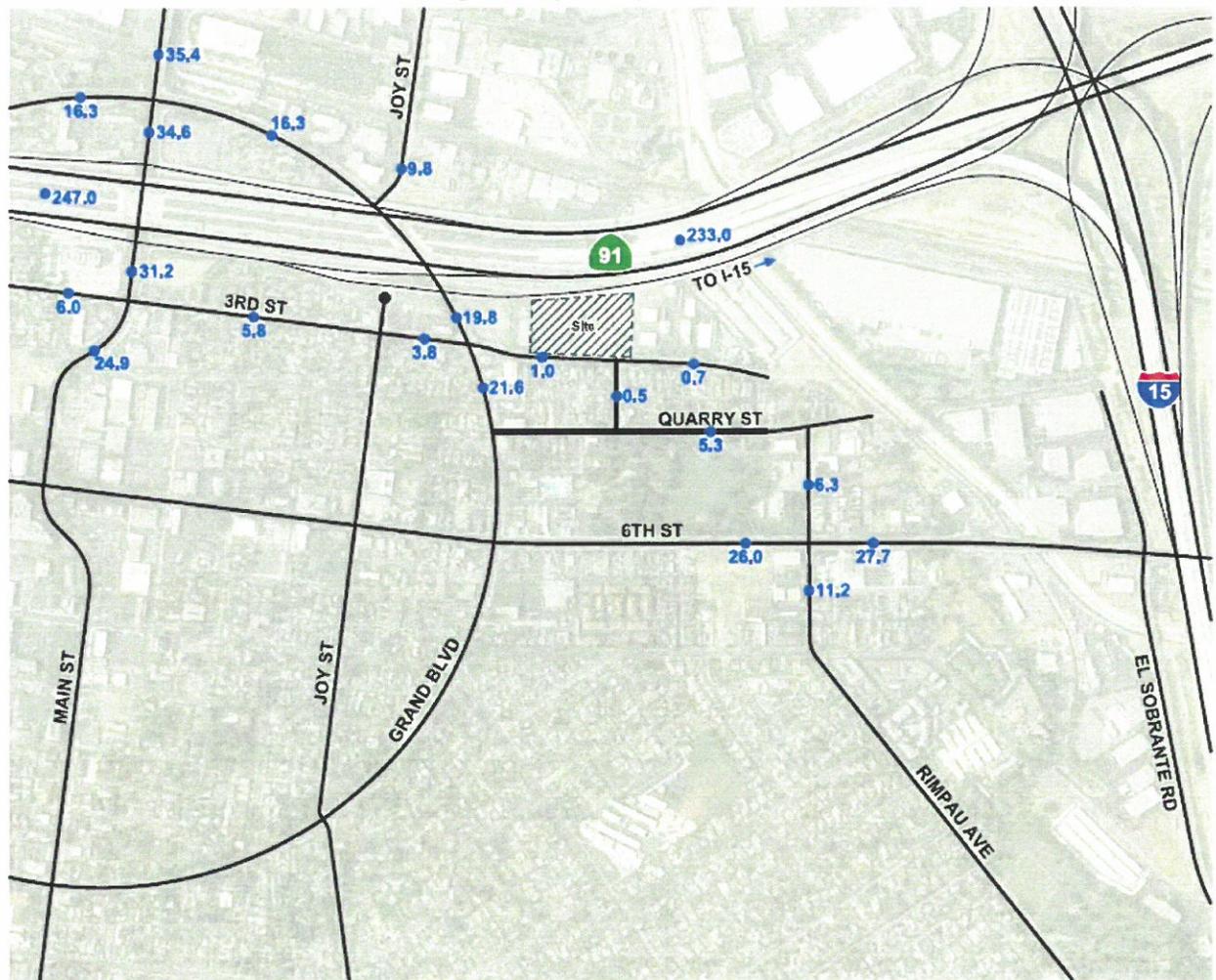
Existing Roadway Volumes:

The City of Corona considers a level of service (LOS) D or above to be an acceptable level of service for all intersections that consist of collector and arterial roadways. Figure 6-A shows the existing average daily traffic volumes. The existing average daily traffic volumes have been obtained from the 2017 Traffic Volumes on California State Highways by the California Department of Transportation and factored from peak hour intersection turning movement volumes using the following formula for each intersection leg:

Evening Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume.

Existing peak hour intersection turning movement volumes are based upon AM peak period and PM peak period intersection turning movement counts obtained in May 2019 during typical weekday conditions. The AM peak period was counted between 7:00 AM and 9:00 AM and the PM peak period was counted between 4:00 PM and 6:00 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the weekday PM peak hour at one intersection may be 4:45 PM to 5:45 PM if the four consecutive 15-minute periods have the highest combined volume.

Figure 6-A
Existing Average Daily Traffic Volumes

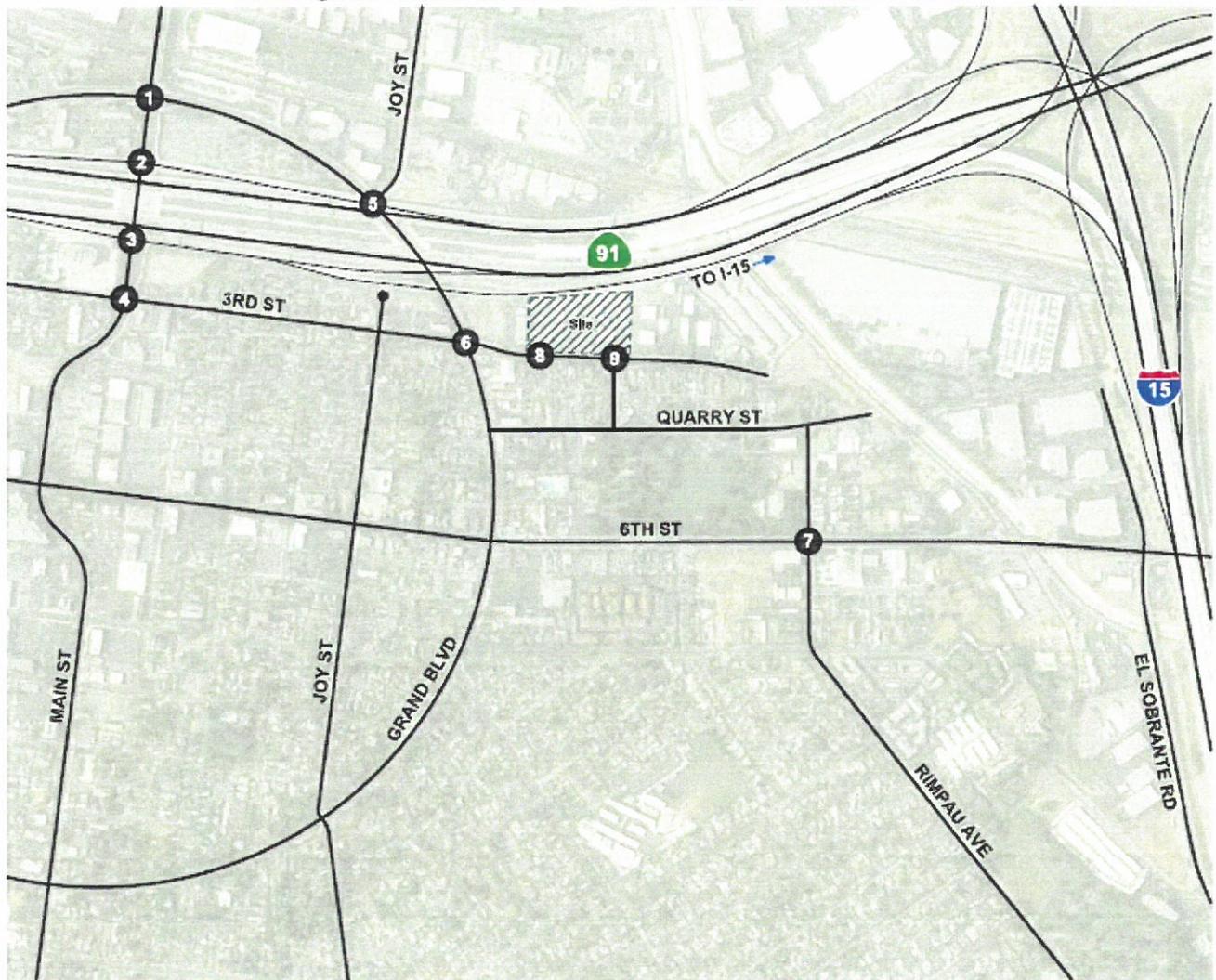


Legend

●## Vehicles Per Day (1,000's)

Figure 6-B and Figure 6-C show the existing AM and PM peak hour intersection turning movement volumes, respectively.

Figure 6-B
Existing AM Peak Hour Intersection Turning Movement Volumes



<p>1</p> <p>Main St (NS)</p> <p>Grand Blvd (EW)</p> <p>248 972 21</p> <p>303 190 100</p> <p>179 90 104</p> <p>366 1032 148</p>	<p>2</p> <p>Main St (NS)</p> <p>SR-91 WB Ramps (EW)</p> <p>157 931</p> <p>843 505</p> <p>121 763</p>	<p>3</p> <p>Main St (NS)</p> <p>SR-91 EB Ramps (EW)</p> <p>893 548</p> <p>294 6 253</p> <p>586 656</p>	<p>4</p> <p>Main St (NS)</p> <p>3rd St (EW)</p> <p>217 850 86</p> <p>129 27 8</p> <p>151 31 15</p> <p>17 961 16</p>	
<p>5</p> <p>Joy St (NS)</p> <p>Grand Blvd (EW)</p> <p>59 210 317 404</p> <p>111 328</p>	<p>6</p> <p>Grand Blvd (NS)</p> <p>3rd St (EW)</p> <p>14 505 22</p> <p>16 13</p> <p>15 47</p> <p>56 800 8</p>	<p>7</p> <p>Rimpau Ave (NS)</p> <p>6th St (EW)</p> <p>5 35 95</p> <p>136 851 110</p> <p>18 531 140</p> <p>206 144 136</p>	<p>8</p> <p>Project West Dwy (NS)</p> <p>3rd St (EW)</p> <p>0 0 32</p> <p>0 0 20</p> <p>0 27</p>	<p>8</p> <p>Project East Dwy (NS)</p> <p>3rd St (EW)</p> <p>0 0 20</p> <p>0 27</p>

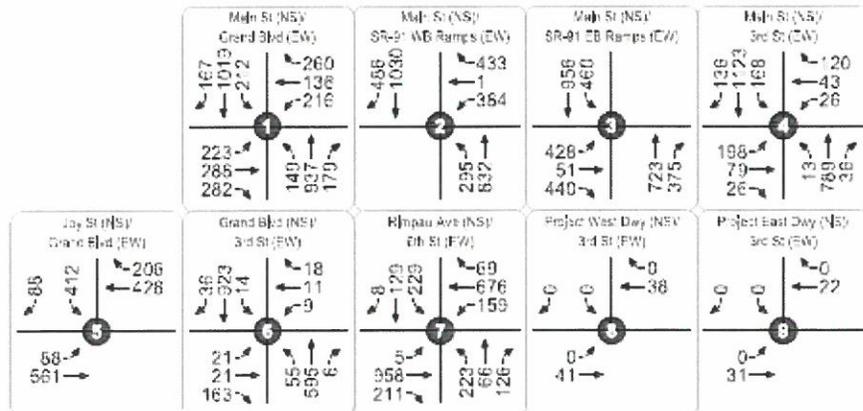
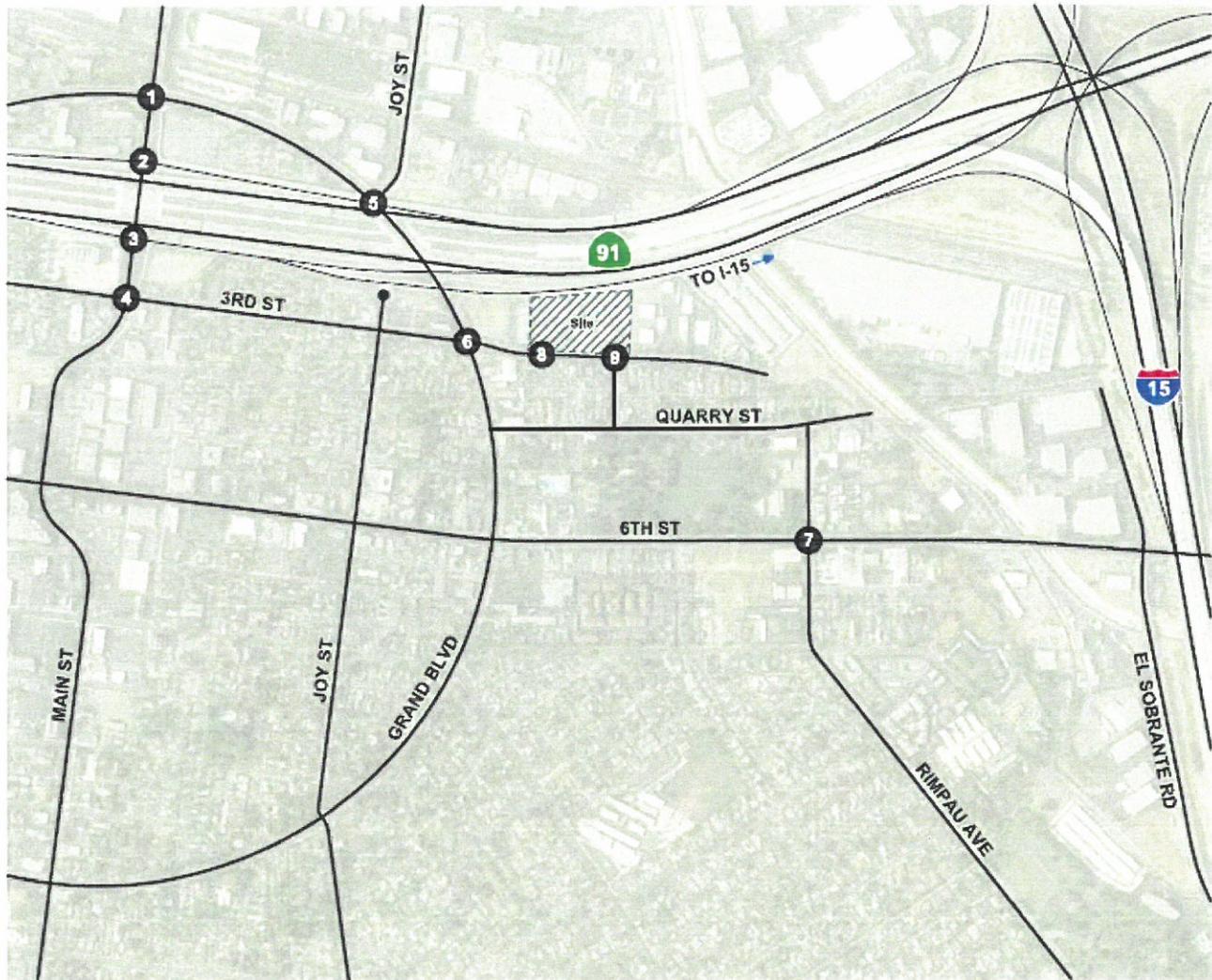
N

Legend

1 Study Intersection

Table 6-D, for the existing conditions Peak Hour Intersection, all three key study intersections currently operate at acceptable LOS D or above during the AM and PM peak hours in existing traffic conditions and in existing conditions with project traffic conditions.

Figure 6-C
Existing PM Peak Hour Intersection Turning Movement Volumes



Existing Roadway Segment Level of Service

Table 6-D shows the existing roadway segment daily capacity analysis. As shown on Table 6-D, the study roadway segments currently operate within acceptable Levels of Service (D or better) for Existing conditions.

**Table 6-D
Existing Daily Capacity Analysis**

ID	Roadway	Segment		Roadway Capacity ¹					Existing		
				Ultimate			Existing/Proposed		Without Project		
		From	To	Classification	Lanes	Capacity	Lanes	Capacity	ADT ²	V/C ²	LOS ²
1.	3rd Street	Main Street	Grand Boulevard	Collector	2	13,000	2	13,000	3,800	0.29	A
2.	3rd Street	Grand Boulevard	Arroya Street	Collector	2	13,000	2	13,000	1,000	0.08	A
3.	3rd Street	Arroya Street	East of Arroya Street	Collector	2	13,000	2	13,000	700	0.05	A

Notes:

- (1) Source: City of Corona roadway segment capacity thresholds (City of Corona Traffic Impact Study Guidelines, Exhibit C, 2006).
- (2) ADT = Average Daily Traffic; V/C = Volume to Capacity; LOS = Level of Service.

Existing Intersection Level of Service

The intersection Levels of Service for Existing conditions are shown in Table 6-E. The study intersections currently operate within acceptable Levels of Service (D or better) during the peak hours for Existing conditions.

**Table 6-E
Existing Intersection Levels of Service**

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			Delay ²	LOS ²	Delay	LOS
1.	Main Street at Grand Boulevard	TS	26.4	C	21.7	C
2.	Main Street at SR-91 WB Ramps	TS	17.5	B	14.5	B
3.	Main Street at SR-91 EB Ramps	TS	18.7	B	15.5	B
4.	Main Street at 3rd Street	TS	14.6	B	16.8	B
5.	Joy Street at Grand Boulevard	TS	13.7	B	15.7	B
6.	Grand Boulevard at 3rd Street	TS	7.9	A	11.2	B
7.	Rimpau Avenue at 6th Street	TS	21.6	C	23.5	C

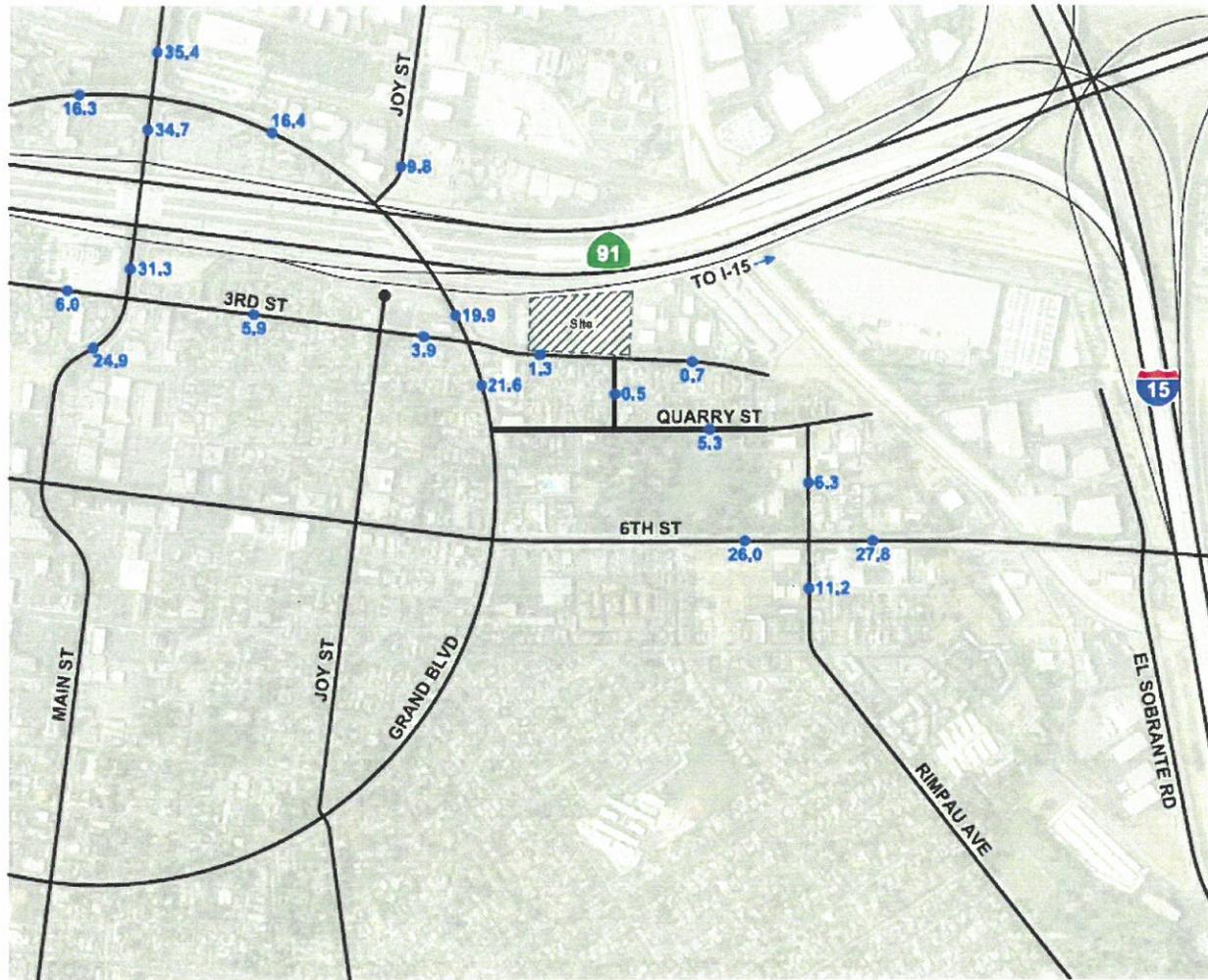
Notes:

- (1) TS = Traffic Signal; CSS = Cross Street Stop
- (2) Delay is shown in seconds per vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).
- (3) LOS = Level of Service

Existing with Project Traffic:

Existing Plus Project volume forecasts were derived by adding the project generated trips to existing volumes. Existing plus project average daily traffic volumes are shown on Figure 6-F.

Figure 6-F
Existing Plus Project Average Daily Traffic Volumes



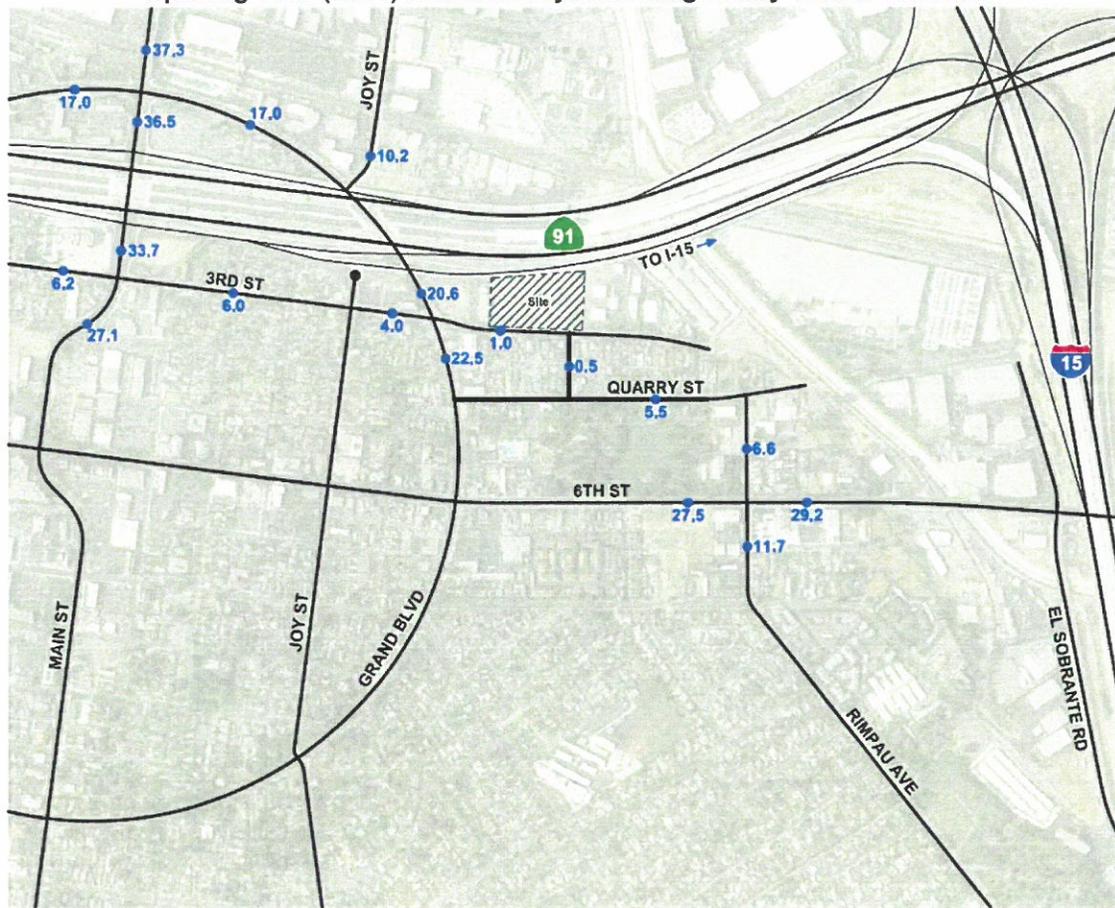
Legend

●## Vehicles Per Day (1,000's)

Opening Year (2021) Without Project

To develop Opening Year (2021) Without Project volume forecasts, Existing volumes were combined with ambient growth and trips generated by other developments. Opening Year (2021) Without Project average daily traffic volumes are shown on Figure 6-G. Opening Year (2021)

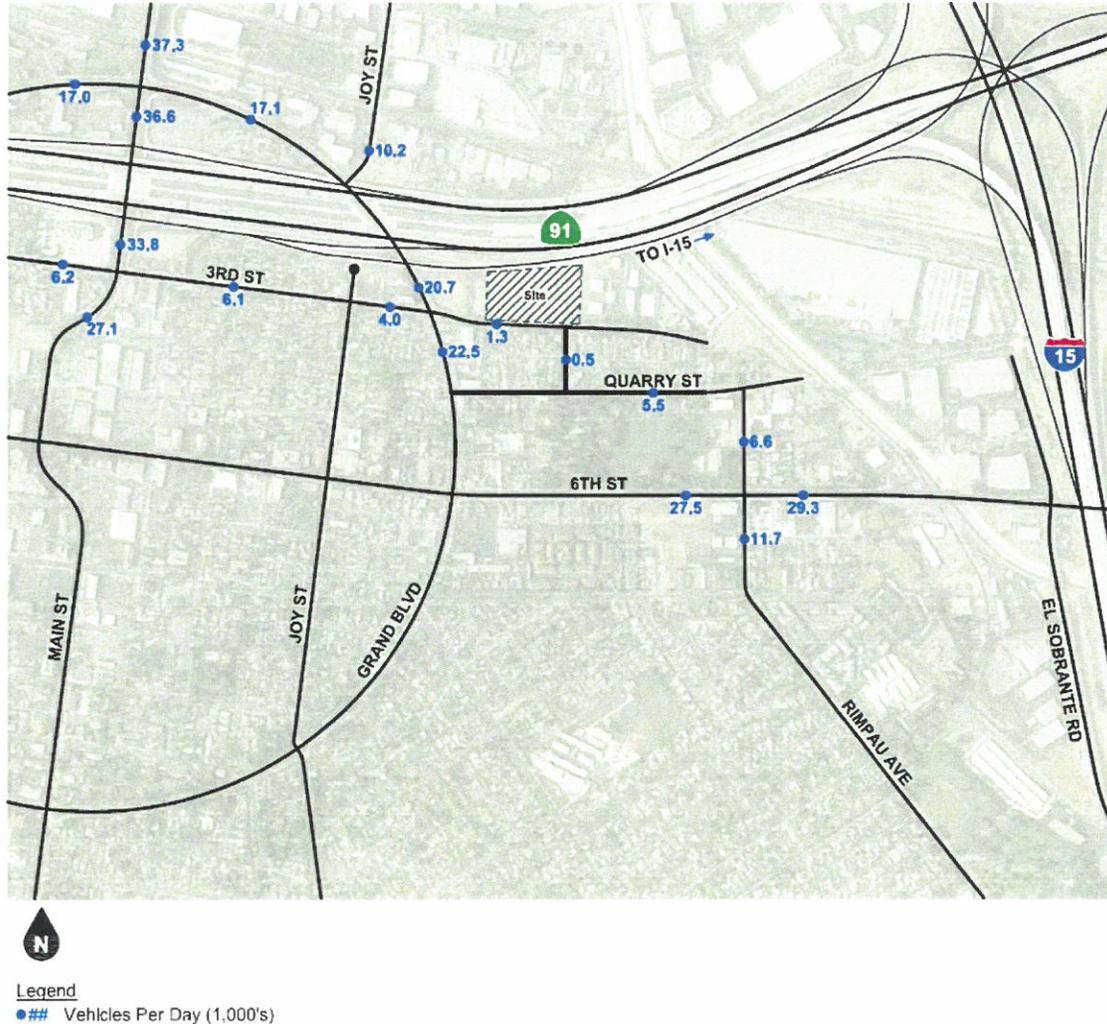
Figure 6-G
Opening Year (2021) Without Project Average Daily Traffic Volumes



Opening Year (2021) With Project

Opening year (2021) with project volumes were developed by adding project generated trips to the opening year (2021) without project forecast volumes. Opening year (2021) with project average daily traffic volumes are shown on Figure 6-H.

Figure 6-H
Opening Year (2021) With Project Average Daily Traffic Volumes



The project proposes to install on-site improvements, off-site improvements, and phasing all necessary study area transportation improvements. Table 6-I summarizes the operational analysis for analysis scenarios. Two full access driveways are proposed for the project, the west and the east access driveways of Third Street for car traffic. Trucks to and from the site will have one-way directional access with inbound truck traffic at the east driveway and outbound truck traffic at the west driveway. The TIA recommends the following improvements to be constructed for the project to provide access to the site:

Project West Driveway at Third Street

- Install southbound stop control.
- Construct the southbound approach to provide full access and consist of one shared left/right turn lane.

Project East Driveway at Third Street

- Install southbound stop control.
- Construct the southbound approach to provide full access and consist of one shared left/right turn lane.

The nearest airport to the project site is the Corona Municipal Airport, located approximately 2.5 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.

**Table 6-I
Summary of Intersection Levels of Service**

ID	Study Intersection	Existing				Existing Plus Project				Opening Year (2021) Without Project				Opening Year (2021) With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay ⁽¹⁾	LOS ⁽²⁾	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Main Street at Grand Boulevard	26.4	C	21.7	C	26.4	C	21.7	C	36.7	D	24.2	C	36.7	D	24.3	C
2.	Main Street at GR-91 WB Ramps	17.5	B	14.5	B	17.5	B	14.6	B	18.6	B	16.1	B	18.6	B	16.2	B
3.	Main Street at GR-91 EB Ramps	16.7	B	15.5	B	18.9	B	15.5	B	30.5	C	16.5	B	30.9	C	16.6	B
4.	Main Street at 3rd Street	14.6	B	16.8	B	14.8	B	17.0	B	15.5	B	17.9	B	15.7	B	18.1	B
5.	Joy Street at Grand Boulevard	13.7	B	15.7	B	13.7	B	15.8	B	14.8	B	17.3	B	14.8	B	17.5	B
6.	Grand Boulevard at 3rd Street	7.9	A	11.2	B	8.8	A	11.5	B	8.3	A	12.0	B	8.9	A	11.7	B
7.	Rimpau Avenue at 6th Street	21.6	C	23.5	C	21.8	C	23.6	C	24.6	C	30.1	C	28.6	C	32.0	C
8.	Project West Access at 3rd Street	-		-		9.1	A	9.1	A	-		-		9.1	A	9.2	A
9.	Project East Access at 3rd Street	-		-		9.1	A	8.9	A	-		-		9.1	A	8.9	A

Notes:

(1) Delay is shown in seconds per vehicle.

(2) LOS = Level of Service

The proposed project is forecast to result in no significant traffic impacts at the study intersections or roadway segments for existing plus project conditions; therefore, no mitigation is required for direct project impacts. In addition, the proposed project is forecast to result in no significant traffic impacts at the study intersections or roadway segments for opening year (2021) with project conditions; therefore, there is no quantifiable cumulative impact and no project 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Riparian habitat or sensitive natural community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Wetland habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Wildlife corridors or migratory species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflicts with local biological resource policies/ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with any habitat conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

The City of Corona participates in the Multiple Species Habitat Conservation Plan (MSHCP) which is a habitat conservation plan for Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The site is located within the boundaries of the MSCHP; however, it is not located within an MSHCP Criteria Area or Public /Quasi-Public Lands. The project site does not contain riverine/riparian areas or vernal pools as defined in the MSHCP and does not contain any fairy shrimp habitat. It is also not located within an amphibian survey area, criteria area species survey area, mammal survey area, narrow endemic plants survey area, or a burrowing owl survey area.

A Phase I Environmental Site Assessment was prepared for the project by Hazard Management Consulting, dated March 25, 2019. The assessment includes historical aerial photographs of the subject property and its vicinity dated 1931 through 2016. The historical aerial photographs indicate that the subject property was undeveloped in 1931. By 1938, two structures are noted on the project site. By 1948, the two structures were no longer present, and the property remained vacant until 1959. By 1961, the site is noted to have been developed with two structures, and State Route 91 is shown to be constructed north of the project site. By 1967, several structures are noted on the westerly portion of the property. By 1985, two industrial structures are noted on the westerly side of property and two additional industrial structures are noted on the easterly side of the property, for a total of four industrial structures on the property. From 1989 through 2016 no significant changes were noted on the project site. Currently, the property is paved with the four buildings and surrounded by existing development. As such, the project site cannot support wildlife movement.

The project site does not contain jurisdictional drainage features, ponded areas, or riparian habitat subject to the regulatory authority of the California Department of Fish and Wildlife (CDFW), United States Army Corps of Engineers (USACE), and/or Regional Water Quality Control Board (RWQCB).

The applicant is required to pay applicable mitigation fees related to the MSHCP. This fee will be used to acquire and preserve vegetation communities and natural areas, which are known to support these sensitive species. Therefore, no further mitigation pertaining to biological resources is required.

8. MINERAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Loss of mineral resource or recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Per Figure 4.5-7 of the General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resource site. Therefore, mitigation is not required.

9. HAZARDS AND HAZARDOUS MATERIALS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Transport, use or disposal of hazardous materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Risk of accidental release of hazardous materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Located on hazardous materials site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with Airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair emergency response plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Increase risk of wildland fires	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

A Phase I Environmental Site Assessment was conducted for the project by Hazard Management Consulting (HMC) Inc., dated March 25, 2019, to identify Recognized Environmental Conditions (RECs), including the storage and handling of hazardous substances and petroleum products on or in the vicinity of the subject property which have the potential to environmentally impact on-site soils, surface water and groundwater. The site was historically used for light manufacturing and later as a construction office for RCTC (Riverside County Transportation Commission) for the expansion of State Route 91. The assessment included a site reconnaissance held on February 20, 2019. Based on the site inspection a few features of concern were noted during the site walk which include moderate staining of the surface noted at the warehouse; the oil pit which appears to be an underground storage tank; and the metal flanged pipe feature. The Phase I recommended a Phase II to be conducted addressing the following:

- A subsurface investigation should be conducted at the site in the area of the oil pit and associated staining as well as along the western border of the site;
- The oil pit should be closed in accordance with current regulatory guidelines;
- An evaluation of the status of the historic clarifier and underground storage tanks (USTs) should be made to assess if specific closure requirements will be imposed;
- An asbestos survey should be conducted at the site prior to any demolition activities;
- Development of the site should be conducted in accordance with a soil management plan

Based on the results of the Phase One Environmental Site Assessment conducted by HMC Inc. (March 25, 2019) at the site, several features of concern were noted and a subsurface investigation (SI) was recommended. Per the Phase Two Environmental Site Assessment conducted by HMC Inc. (May 9, 2019) the SI included the collection of soil and soil gas samples in areas of specific uses of concern as well as across the site as a general screen for potential unknown conditions. The results of the SI reported primarily non detectable concentrations of hydrocarbons and VOCs in soil and soil gas with

a few samples found to contain trace concentrations below any threshold of concern. Metals were reported in samples at concentrations generally considered background for Southern California. Based on the results of this investigation, there has been no evidence of significant subsurface impacts that would warrant further investigation or remediation. The results of the soil gas survey did not indicate any potential vapor intrusion concerns nor were there any indications that engineering controls for the future buildings would be necessary; no further investigation is recommended.

According to the Phase Two Environmental Site Assessment conducted by HMC Inc. (May 9, 2019), mitigation measures were warranted to minimize hazards and hazardous material impacts, as it was presumed there was an underground storage tank and clarifier on the project site. However, a follow up Soil Management Plan was conducted for the project by Hazard Management Consulting (HMC) Inc., dated August 19, 2019. According to the Soil Management Plan, HMC retained Moine Brothers to assist in further explore the area of the suspect clarifier and former "oil pit". Using a backhoe Moine Brothers excavated trenches in the area of the clarifier and oil pit to a depth of approximately 8 feet deep. There was no clarifier or underground storage tank present. In the area of the clarifier, evidence of piping remaining along the walls of the excavation indicates that the clarifier was previously removed leaving the remnant piping behind. Very strong readings were noted emanating from the soil that was excavated on the field instruments. A Notification was made to AQMD activating a various sites Rule 1166 Permit for VOC Contaminated Soil and the soil and work area were managed under the protocols of Rule 1166 and the various sites permit. The odorous soil was loaded into a locking steel roll off and subsequently disposed of at the Waste Management Landfill in Simi Valley by Belshire Environmental. The volume of odorous soil was limited to that excavated though additional grading in this area could result in additional odorous soil. In the area of the oil pit, the pipe inlet went into bare soil and the area was noted to contain oily soil immediately beneath the asphalt. The stained soil was removed and stockpiled and removed from the Site on August 19, 2019. While all of the visibly impacted and odorous soil was removed, there is a possibility that additional oil and/or odorous soil maybe encountered in this area and will be monitored as part of the SMP Procedures.

Based on the Phase Two Environmental Site Assessment conducted by HMC Inc. (May 9, 2019), **Mitigation Measures 1-2** are necessary to reduce potential hazardous impacts to a less than significant level. **(MM 1-2)**

Mitigation Measures:

1. **The current tenants shall remove all onsite chemicals off the property at the completion of their occupancy.**
2. **The developer shall submit a Soil Management Plan to the Riverside County Department of Environmental Health for the remediation of contaminated soils at the project site. A copy of the Soils Management Plan shall also be submitted to the Public Works Department prior to issuance of a grading permit.**

The nearest school to the project site is Lincoln Alternative Elementary School which is located approximately 0.55 miles south of the project site. The school is separated from the site by various existing developments including residential neighborhoods, Corona city park and roadways. Development of the proposed project on the site would not include any activities that would result in hazardous emissions. It also does not include the handling of hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, this would be a non-issue and no mitigation would be required.

The project site is not located in proximity to the Cleveland National Forest nor is it considered an area that can be described as a wildland area. The project site is located within an urbanized area. Due to the urbanized nature of the surrounding area, the proposed development would not be considered at high risk for fire hazards. Furthermore, all development within the City of Corona is required to comply with all fire code requirements associated with adequate fire access, fire flows, and number of hydrants. Therefore, the project would have no impact and no mitigation is required.

The nearest airport to the project site is the Corona Municipal Airport, located approximately 2.5 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.

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

Discussion:

Short-term Construction Noise

The existing single family residential land uses located south of the project site may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, building activities and truck back-up beeper noise. Noise levels associated with each phase of construction were calculated and are presented in Table 10-A. The construction equipment used in the modeling was assumed per the CalEEMod modeling provided in the Air Quality Analysis prepared for the project by Ganddini Group, Inc., (February 26, 2020).

As shown in Table 10-A, construction noise will range between 71.4 and 85 dBA Leq at nearby residential land uses and between 54.2 and 67.8 dBA Leq at City Park located approximately 470 feet south of the project site. The construction noise analysis does not take into account noise reduction provided by any structures in between the project site and the sensitive receptors. The evaluation of construction noise is worst-case as it assumes that all of the equipment is operating at the closest point possible. It should also be noted that typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings, and the equipment will move around the site, resulting in varying noise levels. For example, heavy equipment is not expected to be operating 65 feet from the nearest residential area for the entirety of the construction period, and therefore, the construction analysis is conservative.

As stated in the Noise Impact Analysis prepared by Ganddini Group, Inc., (February 26, 2020), there could be short-term noise impacts in the immediate area during the construction phase of the project. This may temporarily affect the existing residential developments located to the south of the project site, but the impacts will be reduced to a level of less than significant by compliance with city regulations prohibiting construction noise between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m., Sundays and federal holidays. This will prevent nuisance noise impacts during sensitive time periods of early morning and nighttime.

**Table 10-A
Projected Construction Noise Levels**

Location of Sensitive Receptor	Phase	Distance to Receptor ¹	Modeled Construction Noise Level (dBA Leq) ²
Single-Family Residential (South)	Demolition	65	84.2
	Grading	65	85.0
	Building Construction	65	83.6
	Paving	65	82.2
	Architectural Coating	65	71.4
Park (South)	Demolition	470	67.0
	Grading	470	67.8
	Building Construction	470	66.5
	Paving	470	65.0
	Architectural Coating	470	54.2

Notes:

(1) All construction equipment assumed to be operating at the closest point possible.

(2) See Appendix D of this report for construction modeling spreadsheets.

According to the Noise Impact Analysis prepared by Ganddini Group, Inc., (February 26, 2020), the following measures would minimize construction noise impacts. Therefore, **Mitigation Measures 3-7** are necessary to reduce any potential construction noise impacts to a less than significant level. (MM 3-7)

Mitigation Measures:

3. **During all project site excavation and grading on-site, the construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacture's standards.**
4. **The construction contractor shall place all stationary construction equipment so that the portion of the equipment emitting the greatest noise level is directed to the north, away from the noise sensitive receptors nearest the project site.**
5. **Equipment shall be shut off and not left to idle when not in use.**
6. **The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.**
7. **The contractor shall ensure jackhammers, pneumatic equipment and all other portable stationary noise sources be shielded with temporary noise barriers at least two feet higher than the height of the equipment noise engine and noise shall be directed away from sensitive receptors in order to minimize construction noise levels.**

Operational Noise

The existing residential land uses south of the project site may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Project generated construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task and the duration of the construction work. Typical noise sources and noise levels associated with the project construction equipment include air compressors, concrete mixer, crane, dozer, generator, grader, rail saw, roller, shovel, tie cutter, truck, forklifts, etc. Additionally, representative noise levels utilized for the L_{eq} calculation include back-up beeper noise, truck movement, trailer hitching and unhitching, loading and unloading, etc.

Per Section 17.84.040 of the Corona Municipal Code, the City's stationary exterior noise standards for residential land uses are:

- 55 dBA, for daytime (7:00 a.m. to 10:00 p.m.)
- 50 dBA, for nighttime (10:00 p.m. to 7:00 a.m.)

Figure 10-B and Figure 10-C show the project operational noise levels and contours, respectively. As shown on Figure 10-B and Figure 10-C, project peak hour operational noise levels are expected to range between 36.3 to 49.2 dBA L_{eq} at the residential land uses to the south of the project site. Project operational noise will not exceed the City's daytime or nighttime exterior noise standards presented above at nearby residential uses. Given that typical building construction provides 20 dB of exterior to interior noise reduction with mechanical ventilation provided to allow for windows and doors to be closed. Interior noise levels are also not expected to exceed the interior daytime or nighttime standards presented above at nearby residential uses.

Further, measured ambient noise levels over a 24-hour period range between 59.0 to 66.8 dBA L_{eq} , while short-term noise measurements ranged from 57.7 to 65 dBA L_{eq} . Project operation will not result in a substantial increase (5 dB) in ambient noise levels. Therefore, impacts related to on-site project operational noise would be less than significant.

Figure 10-B
Project Operational Noise Levels



Figure 10-C
Project Operational Noise Level Contours



Vibration Impacts

Vibration impacts analyze the potential for the proposed project to cause an exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. Vibration levels in the project area may be influenced by construction of the project.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The proposed project's construction activities most likely to cause vibration impacts are from heavy construction equipment. Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 10-D gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

The City of Corona Municipal Code Section 17.84.050 prohibits any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. Section 17.84.040 further states that the perception threshold shall be presumed to be more than 0.05 inches per second RMS vertical velocity; therefore, no impacts associated with this issue would occur and mitigation is not required.

**Table 10-D
Vibration Source Levels for Construction Equipment**

Equipment		PPV at 25 ft. in/sec	Approximate L _v at 25 ft.
Pile Driver (impact)	upper range	0.515	112
	typical	0.644	104
Pile Driver (tonic)	upper range	0.734	105
	typical	0.170	93
clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Notes:

(1) Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2015.

*RMS velocity in decibels (VdB re 1 micro-in/sec)

11. PUBLIC SERVICES:

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

Discussion:

The project does not warrant the construction of new public facilities such as police and fire stations, schools or parks. Therefore, in order to upgrade and finance existing and proposed public facilities, the developer is required to pay adopted development impact fees that are in effect at the time of issuance of building permits, and construction necessary facilities. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted with respect to impacts on city and public services.

12. UTILITIES:

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

Discussion:

The installation of impermeable surfaces, such as buildings and pavement, generally increases the velocity and volume of surface runoff. As runoff flows over lawns, gardens, sidewalks, and streets, it carries off pollutants such as automobile oil and antifreeze, pesticides, pet waste, and litter into the storm drain system. The storm drain system collects water from the streets and transports it directly or indirectly to local water supplies and nearby waterways where it is typically not filtered or treated. The project will be designed to include an infiltration system to capture additional runoff created by the proposed project. The project is required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the Public Works Department. Since the proposed project would be required to adhere to NPDES permit requirements and City of Corona storm water provisions, impacts associated with this issue are considered to be less than significant and no mitigation would be required.

Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Based on the solid waste generation identified in Table 12-A, the proposed industrial project would generate approximately 1,075.2 tons/year of solid waste. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 145,530,000 tons and an estimated closure date of 2045 (<https://www.calrecycle.ca.gov/>).

**TABLE 12-A
Project Solid Waste Projections**

Proposed use	Potential New Development	Solid Waste Generation Factor	Project Solid Waste Generated (tons/year)
Industrial	101,690 sf	0.0108 tons/sf/year ¹	1,075.2
TOTAL (tons/year)			1075.2
TOTAL (tons/day)			2.94

¹ Source: Table 4.5-5 Generation of Solid Waste at General Plan buildout within the City, City of Corona General Plan Final Environmental Impact Report, March 2004

Development of the proposed project would not significantly impact current operation of or the expected lifetime of the El Sobrante Landfill because solid waste generated by the proposed project represents less than one percent of the landfill's maximum allowable daily capacity. Additionally, solid waste service fees would be charged to individual property owners when services are initiated to offset operation costs associated with solid waste collection and disposal. Therefore, the project is anticipated to create a less than significant impact to landfill capacity and no mitigation would be required.

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

Discussion:

Per Figure 4.4.2 of the City of Corona General Plan Technical Background Report, Third Street is not a scenic vista or highway. Development of the site will be subject to the development standards of the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-1) and the LI General Plan Designation which permit industrial buildings up to a maximum height of 55 feet. The single-story industrial building will have concrete tilt up walls with scoring, aluminum siding accent material on the office exterior located on the southeast and southwest corners of the building and metal entry canopies. The proposed materials and colors (white, brown, light grays and dark grays) are compatible with the existing industrial developments located in the vicinity. Overall the building will be aesthetically attractive and would not degrade the visual character of the neighborhood. Therefore, no mitigation with respect to the aesthetics of the development is required.

Development of the proposed use would necessitate the installation of outdoor lighting necessary for the maintenance of public safety and security. The City of Corona is nearing buildout and a significant amount of ambient light from urban uses already exists. The project site is located in a developed area with existing ambient lighting; thus, implementation of the

proposed project would not result in a significant change in the existing ambient lighting. As such, light or glare from the project is not expected to be an issue. Nevertheless, the project is required to comply with CMC 17.84.070 which requires all areas of exterior lighting to be designed to direct light downward with minimal spillover onto adjacent sensitive land uses. Furthermore, a photometric analysis was prepared for the project, which shows the lumens at 0.0 along the north, east and west perimeters of the project site. The project's south perimeter adjacent to Third Street and residential development, shows lumens at 0.0 along the southwest and southeast perimeters and 0.2 along the center of the south perimeter. Therefore, as shown on the photometric analysis light from the project is not expected to be an issue; therefore, no mitigation is required.

The project site is not located immediately adjacent to any forest lands. There are no historic buildings located in the vicinity of the project site. No State-designated scenic highway is located within the vicinity of the project site. Therefore, the project would not impact scenic resources and no mitigation is required.

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

Discussion:

It is highly unlikely that development of the proposed project would cause substantial adverse changes in the significance of Cultural Resources since the site is not known to contain any cultural resources. There is no new information or impacts other than those discussed under Section 17 of this analysis. Therefore, there would be no impacts to cultural resources and no mitigation is required.

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

Discussion:

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

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

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

Discussion:

Per the greenhouse gas analysis prepared by Ganddini Group Inc., (August 30, 2019) for the project, construction-related regional air quality impacts have been analyzed for both criteria pollutants and Green House Gas (GHGs). The annual greenhouse gas emissions from vehicular traffic, energy consumption, water conveyance and treatment, and waste generation were also calculated using CalEEMod Version 2016.3.2. using the same methodology for the criteria pollutant emissions. CalEEMod is a computer model published by SCAQMD for estimating air pollutant emissions.

The analysis includes reduction of GHG emissions from the project design feature calling for the planting of 46 new trees. The California Air Pollution Control Officers Association (CAPCOA) states that trees sequester carbon dioxide over 20 years of their life, after that, sequestration is nominal and outweighed by tree maintenance-related emissions. The total sequestration value given in the Annual CalEEMod output was divided by 20 years to yield an annual value, which was then subtracted from the project's emissions.

A summary of the GHG emissions results are shown below in Table 16-B and the CalEEMod Model run for the proposed project. Table 16-B shows that the total for the proposed project's emissions would be 905.81 MTCO₂e per year. According to the thresholds of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the SCAQMD industrial threshold of 10,000 MTCO₂e per year. Therefore, operation of the proposed project would not create a significant cumulative impact to global climate change.

The project's emissions meet the threshold for compliance with Executive Order S-3-05. The project's emissions also comply with the goals of AB 32 and the City of Corona CAP. Additionally, as the project meets the current interim emissions targets/thresholds established by SCAQMD, the project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the project will be required to comply with these regulations as they come into effect.

At a level of 905.81 MTCO₂e per year, the project's GHG emissions do not exceed the SCAQMD draft threshold and is in compliance with the reduction goals of the City of Corona CAP, AB-32 and SB-32. Furthermore, the project will comply with applicable Green Building Standards and City of Corona's policies regarding sustainability as dictated by the City's General Plan and Climate Action Plan. Impacts are considered to be less than significant. Therefore, there would be no impact and no mitigation would be required.

**Table 16-B
Project Related Greenhouse Gas Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	H ₂ O	CO ₂ e
Area Sources ²	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage ³	0.00	175.97	175.97	0.01	0.00	176.70
Mobile Sources ⁴	0.00	531.28	531.28	0.02	0.00	531.90
Waste ⁵	20.62	0.00	20.62	1.22	0.00	51.09
Water ⁶	7.46	97.56	105.02	0.77	0.02	129.92
Construction ⁷	0.00	17.74	17.74	0.00	0.00	17.83
Sequestration ⁸						-1.63
Total Emissions	28.08	822.56	850.64	2.02	0.02	905.81
SCAQMD Industrial Threshold						10,000
Exceeds Threshold?						No

Notes:

- (1) Source: CalEEMod Version 2016.3.2 for Opening Year 2021.
- (2) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
- (3) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (4) Mobile sources consist of GHG emissions from vehicles.
- (5) Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
- (6) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (7) Construction GHG emissions CO₂e based on a 30 year amortization rate.
- (8) CO₂ sequestration from the planting of 46 trees (32.56806/20 years [trees' lifetime])

17. TRIBAL CULTURAL RESOURCES		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

The project is subject to tribal consultation under AB 52. The Community Development Department initiated the process by notifying seven local Native American tribes of the proposed project through the city's Letter of Transmittal dated September 25, 2019. The department received a request dated October 16, 2019 from Ms. Cheryl Madrigal, Cultural Resources Manager for the Rincon Band of Luiseno Indians requesting consultation for the project. On January 7, 2020 staff had a telephone consultation Ms. Madrigal pursuant to AB 52 for the proposed project. During the consultation Ms. Madrigal had a few questions related to the amount of ground disturbance expected, the depth of excavation, if sterile fill (free of cultural resources) would be brought to the project site, and requested a copy of the City's standard mitigation measures for tribal monitoring. Staff informed the applicant of the additional questions being asked. The applicant submitted a response to Ms. Madrigal's questions on January 16, 2020 and staff emailed the information to Ms. Madrigal along with the mitigation measures. On January 24, 2020, Ms. Madrigal sent a letter via email concluding consultation with a tribal monitoring plan.

The department also received a request dated October 25, 2019 from Mr. Joseph Ontiveros, Tribal Historic Preservation Officer for Soboba Band of Luiseno Indians requesting consultation on the project. Staff reached out to Mr. Ontiveros pursuant to AB 52 and the proposed project. Mr. Ontiveros requested a copy of the cultural resource's language for inadvertent discoveries. Mitigation measures were emailed to Mr. Ontiveros on October 29, 2019. Mr. Ontiveros reviewed the mitigation measures and concluded consultation on November 4, 2019.

Both tribes involved in the consultation process requested tribal monitoring due to concerns for potential discoveries of tribal cultural resources. Both tribes commented that even though the site was previously developed, development occurred prior to the implementation of CEQA and AB52 when there were no regulations protecting tribal cultural resources. Therefore, there is the potential for tribal cultural resources that may have been overlooked previously. Therefore, **Mitigation Measures 8-14** are necessary to reduce any potential impacts to tribal cultural resources to a less than significant level. (MM 8-14).

Mitigation Measures:

8. **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52/SB18 process (note which one or both), as applicable. The applicant shall coordinate with the Tribe(s) to develop Tribal Monitoring Agreement(s). A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit.
9. **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

- a. Project grading and development scheduling;
- b. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety

requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;

c. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

10. **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out for treatment and disposition of the discoveries:

a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and

11. **Treatment and Final Disposition:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the **required mitigation** for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:

a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include **measures** and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.

b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default.

d. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.

12. **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

13. **Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:

a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

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

14. **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, 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 Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). 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)).

18. MANDATORY FINDING OF SIGNIFICANCE:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fish/ wildlife population or habitat or important historical sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cumulatively considerable impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantial adverse effects on humans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Short-term vs. long-term goals	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Based on the analysis of this Initial Study, the project has the potential to result in significant impacts to the following environmental topic:

- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources

However, appropriate mitigation has been developed to reduce potential impacts to less than significant. Mitigation Measures 1 through 15 successfully mitigate all identified potential impacts to less than significant levels.

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

Discussion:

According to the California Department of Forest and Fire Protection (Cal Fire), the proposed project is not located within a Local Responsibility Area (LRA), State Responsibility Area (SRA), Federal Responsibility Area (FRA), or classified as a Very High Fire Hazard Severity Zone (VHFHSZ) (<https://www.egis.fire.ca.gov/FHSZ/>). In addition, the proposed project meets the Corona Fire Department’s Standard of Cover. Therefore, there would be no impacts to an adopted emergency response plan or emergency evacuation plan and no mitigation is required.

The project site is relatively flat land and has an elevation of approximately 640 feet above mean sea level. The proposed industrial building will not contribute to the spread of wildfire since the project’s design is in compliance with the current California Building Codes which include fire construction standards. In addition, the project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ), undeveloped forest-covered, brush-covered, or grass-covered land. Therefore, the project will not exacerbate wildfire risks, expose occupants to pollutant concentrations from a wildfire or cause uncontrolled spread of a wildfire. Therefore, no mitigation is required.

The proposed project would not require the installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities. The site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, the project will not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, no mitigation is required.

The project site is relatively flat land and is not part of any of the fire history maps; therefore, development of the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of run-off, post-fire slope instability, or drainage changes. Therefore, no mitigation is required.

20. ENERGY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

An Energy Impact Analysis was prepared for the project site by Ganddini Group Inc., (August 30, 2019). The study analyzed and evaluated the following environmental topics:

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy sources, during project construction and operation?
- Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Construction

The anticipated construction schedule assumes that the proposed project would be built in approximately thirteen months, by the end of February 2021 and be completed in one phase. It is anticipated that the grading phase of the proposed project would need up to 500 cubic yards of import. Staging of construction vehicles and equipment will occur on-site. The approximately thirteen-month schedule is relatively short, and the project site is relatively small at approximately 4.80 acres.

Construction equipment used over the approximately thirteen-month construction phase would conform to California Air Resources Board (CARB) regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofiting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

Operation

Transportation Fuel Consumption

Using the CalEEMod output from the air quality and greenhouse gas analyses prepared by Ganddini Group Inc., (August 30, 2019), it is assumed that an average trip for autos and light trucks was assumed to be 16.6 miles and 3- 4 axle trucks were assumed to travel an average of 6.9 miles. To present a worst-case scenario, it was assumed that vehicles would operate 365 days per year rather than the more likely 253 days (excluding weekends and up to 8 holidays). Table 20-A shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.

The proposed project would generate 221 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 20-A shows that an estimated 66,797 gallons of fuel would be consumed per year for the operation of the proposed project.

**Table 20-A
Estimated Vehicle Operations Fuel Consumption**

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	107	16.6	1774	28.57	62.11	22,669
Light Truck	Automobile	7	16.6	123	14.08	8.74	3,188
Light Truck	Automobile	37	16.6	606	14.08	43.05	15,714
Medium Truck	Automobile	23	6.9	161	8.5	18.97	6,923
Light Heavy Truck	2-Axle Truck	8	6.9	58	8.5	6.78	2,476
Light Heavy Truck 10,000 lbs +	2-Axle Truck	3	6.9	18	8.5	2.15	784
Medium Heavy Truck	3-Axle Truck	10	6.9	69	5.85	11.80	4,306
Heavy Heavy Truck	4-Axle Truck	25	6.9	172	5.85	29.42	10,737
Total		221	--	2,982	11.74	183.01	--
Total Annual Fuel Consumption							66,797

Notes:

(1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analyses.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or “plug-in” energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

As supported by the preceding analyses, project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the project can be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. The project proposes warehouse/manufacturing land uses and will not have any long-term effects on an energy provider’s future energy development or future energy conservation strategies. Therefore, operational energy impacts would be less than significant, and no mitigation is required.

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, March 17, 2004**
2. **Phase I Environmental Site Assessment, prepared by HMC Inc., March 25, 2019**
3. **Phase II Environmental Site Assessment, prepared by HMC Inc., May 9, 2019**
3. **Preliminary Water Quality Management Plan, prepared by KWC Engineers, April 4, 2019**
4. **Preliminary Hydrology Study, prepared by KWC Engineers, July 2019**
5. **Traffic Impact Analysis Report, prepared by Ganddini Group Inc., November 1, 2019**
6. **Air Quality/Greenhouse Gas/Health Risk Assessment/Energy Impact Analysis, prepared by Ganddini Group Inc., August 30, 2019**
7. **Noise Impact Analysis, prepared by Ganddini Group Inc., February 26, 2020**
8. **Geotechnical Engineering Investigation, prepared by NorCal Engineering, March 4, 2019**

**MITIGATION MONITORING AND REPORTING PROGRAM
TTM 37746, PP2019-0007 and V2019-0002**

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
HAZARDS AND HAZARDOUS MATERIALS						
1	The current tenants shall remove all onsite chemicals off the property at the completion of their occupancy.	Condition of Approval	Construction contractor shall field verify	Prior to Issuance of a Grading Permit	Applicant	
2	The applicant shall implement the development of a Soil Management Plan to manage the known areas of impacted soils at the project site.	Condition of Approval	Applicant shall submit Soil Management Plan	Prior to Issuance of a Grading Permit	Community Development Department (Planning) and Public Works	
NOISE						
3	During all project site excavation and grading on-site, the construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacture's standards.	Condition of Approval	Construction contractor shall maintain records for equipment per manufacturers' standards	During construction	Community Development Department (Planning) and Public Works	
4	The construction contractor shall place all stationary construction equipment so that the portion of the equipment emitting the greatest noise level is directed to the north, away from the noise sensitive receptors nearest the project site during all project construction.	Condition of Approval	Construction contractor shall maintain equipment per the construction staging area map in the Noise Impact Analysis	During construction	Public Works	
5	All equipment shall be shut off and not left to idle when not in use.	Condition of Approval	Construction contractor shall place all stationary equipment away from sensitive receptors	During construction	Public Works	
6	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.	Condition of Approval	Construction contractor shall locate equipment staging away from	During Construction	Public Works	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
			sensitive receptors			
7	The construction contractor shall ensure jackhammers, pneumatic equipment and all other portable stationary noise sources be shielded with temporary noise barriers at least two feet higher than the height of the equipment noise engine and noise shall be directed away from sensitive receptors in order to minimize construction noise levels.	Condition of Approval	Construction contractor shall ensure all equipment be shielded with temporary noise barriers and directed away from sensitive receptors	During Construction	Public Works	
TRIBAL CULTURAL RESOURCES						
8	<u>Tribal Monitoring:</u> Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52/SB18 process (note which one or both), as applicable. The applicant shall coordinate with the Tribe(s) to develop Tribal Monitoring Agreement(s). A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit.	Condition of Approval	Submit Tribal Monitoring Agreement	During Plan Check	Community Development Department (Planning)	
9	<p><u>Archaeological Monitoring:</u> At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:</p> <ul style="list-style-type: none"> a. Project grading and development scheduling; b. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities 	Condition of Approval	Submit Archaeological Monitoring Plan	30 days prior to application for a grading permit	Community Development Department (Planning)	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	<p>on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;</p> <p>c. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</p>					
10	<p><u>Treatment and Disposition of Cultural Resources:</u> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <p>a. <u>Temporary Curation and Storage:</u> During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</p>	Condition of Approval	Submittal of Phase IV Monitoring Report	Within 60 days of completion of grading; otherwise, report shall be submitted prior to issuance of a Certificate of Occupancy	Community Development Department (Planning)	
11	<p><u>Treatment and Final Disposition:</u> The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:</p> <p>a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</p> <p>b. A curation agreement with the appropriate qualified</p>					

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	<p>repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</p> <p>c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural minerals, they shall be curated at the Western Science Center by default; and.</p> <p>d. At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.</p>					
12	<p><u>Sacred Sites</u>: All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.</p>	Condition of Approval	Submittal of report or documentation	Within 60 days of completion of grading; otherwise, report shall be submitted prior to issuance of a Certificate of Occupancy	Community Development Department (Planning)	
13	<p><u>Fossil Specimens</u>: In the event that fossils are inadvertently discovered during the course of grading for this Project. The</p>	Condition of Approval	Submittal of report or document	Within 60 days of completion of	Community Development	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	<p>following procedures will be carried out:</p> <ul style="list-style-type: none"> a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques. b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens. 			<p>grading; otherwise, report shall be submitted prior to issuance of a Certificate of Occupancy</p>	<p>Department (Planning)</p>	
<p>14</p>	<p><u>Discovery of Human Remains:</u> In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, 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 Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). 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.</p> <p>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</p>	<p>Condition of Approval</p>	<p>Submittal of report or documentation</p>	<p>Within 60 days of completion of grading; otherwise, report shall be submitted prior to issuance of a Certificate of Occupancy</p>	<p>Community Development Department (Planning)</p>	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	<p>with the Eastern Information Center (EIC).</p> <p>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)).</p>					



March 7, 2019

Good afternoon,

Sorry we missed you today. We are hoping to speak with you to discuss our proposed industrial development project on the north side of on 3rd St. As you may know, the old industrial steel buildings that used to be occupied by Cal Trans are being sold, and we are part of the team working with the developer. We would like to discuss the proposed development with you and answer any questions you may have.

Please feel free give us a call so we can discuss the project or we can set up an time to come over and talk in more detail.

We appreciate your time!

Warm Regards ,

Brian Tressen
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Yo hablo espanol
Michael McKenna
Project Manager
Equity Building Services
949-887-1736



March 14, 2019

Buenas tardes,

Lo siento que te extrañamos hoy. Esperamos hablar con usted para discutir nuestro proyecto de desarrollo industrial propuesto en el lado norte de 3rd St. Como usted sabe, los antiguos edificios de acero industrial que solían ser ocupados por Cal Trans se están vendiendo, y somos parte del equipo que trabaja con el desarrollador. Nos gustaría hablar con usted sobre el desarrollo propuesto y responder a cualquier pregunta que pueda tener.

Por favor, no dude en llamarnos para que podamos discutir el proyecto o podemos establecer un horario para venir y hablar con más detalle.

Apreciamos tu tiempo!

Brian Tressen
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DRE # 01048055

Hablo espanol
Michael McKenna
Project Manager
Equity Building Services
949-887-1736

3rd Street & Quarry St SURROUNDING TENANTS

ADDRESS	OWNER
1 802 E 3rd St	Juan Carlos Campos
2 806 E 3rd St	Ruben Najar
3 810 E 3rd St	Gilbert Rodriguez
4 902 E 3rd St	Jesus Avendano, Maria Higuera
5 906 E 3rd St	Edward, Paula Arciniega
6 910 E 3rd St	John, Sue Ann Hathaway
7 810 E 3rd St	Robert, Priscilla DelCampo
8 916 E 3rd St	Martha Morales
9 920 E 3rd St	Pete, George Espinoza
10 924 E 3rd St	Susan, Tommy Salcido
11 1002 E 3rd St	Lillian Shaw
12 1006 E 3rd St	Jorge Sanchez, Josefina Vega
13 1010 E 3rd St	Teresa, Victoria Bravo
14 1014 E 3rd St	Carlos Arreola
15 1020 E 3rd St	Luciano, Josefina Murillo
16 1024 E 3rd St	Juan, Maria Lopez
17 1028 E 3rd St	J Cruz Garcia
18 1030 E 3rd St	Alcaario, Pearl Salcida
19 1034 E 3rd St	Hilario, Veronica Batalla
20 1038 E 3rd St	Victor Fernandez, Maria Gomez
21 801 Quarry St	OC Market
22 805 Quarry St	Damin, Maria Vazquez
23 901 Quarry St	Manuel, Conception Escobar
24 907 Quarry St	Gloria Lopez
25 911 Quarry St	Gloria Saucedo, Mollie Reveles
26 915 Quarry St	Sally Evans, Irene Perez
27 919 Quarry St	Adalberto, Norma Castillo
28 923 Quarry St	Frank, Bridget Bachetti
29 1019 Quarry St	Jensen, Karen Chen
30 1023 Quarry St	Gloria Vivanco
31 1025 Quarry St	Gloria Vivanco
32 1029 Quarry St	Gustavo Vazquez, Rosa Carmona
33 1033 Quarry St	Jose Guevara, Macarena Charco
34 1039 Quarry St	Manuel Ramos
35 Vacant Land	Leo, Josephina Serrato
36 Vacant Land	Antonio Perez, Maria Vega

LEE & ASSOCIATES
COMMERCIAL REAL ESTATE SERVICES

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