FINAL | AUGUST 2023

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION ADDENDUM

Monteolivo Project TTM 37895

LEAD AGENCY:

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VCS Environmental
EXPERTS IN STRATEGIC SOLUTIONS

EXHIBIT 8

Addendum One to the Initial Study for the Monteolivo Project Tentative Tract Map 37895

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1.0 INTRODUCTION

1.1 Background

In 2014, the City of Corona adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for Tentative Tract Map 36533 (Monteolivo Subdivision) that is presented in Appendix A, which allowed for the development of 103 single-family homes within the City of Corona, County of Riverside; refer to Figure 1-1, *Regional Location Map*. As shown in Figure 1-2, *Project Area Map*, the Monteolivo Subdivision is surrounded by the existing Bel Air residential neighborhood to the west, lower density residential uses and unincorporated land to the south, vacant land to the east, and Riverside Canal and former wastewater treatment pond site to the north. The IS/MND determined that with the incorporation of mitigation measures all potential impacts associated with implementation of Tentative Tract Map 36533 would be less than significant.

Subsequent to the approval of Tentative Tract Map 36533 and adoption of IS/MND, the approved tentative tract map inadvertently expired, which required that a new tentative tract map for the project be submitted to the City of Corona. Presently, the majority of the site has been rough-graded, and all required offsite improvements have been constructed. The property remains vacant and fenced off from the public.

The applicant has submitted a new Tentative Tract Map 37895 (TTM 37895), which retains the same general configuration and dwelling unit count except for a recreation center previously proposed on the project site has been replaced with an open space area; refer to Figure 1-3a, *Tentative Tract Map No. 37895*, and Figure 1-3b, *Public Road Dedication*. Because the project proposes the same number of residential units and the same general configuration, the City of Corona has determined that TTM 37895 has been adequately evaluated under the previously approved IS/MND.

REGULATORY PERMIT BACKGROUND

The construction of the proposed project includes a sewer pipeline connection, storm drain improvements, and conversion of a wastewater treatment pond into a water quality treatment detention basin.

SEWER PIPELINE CONNECTION

As shown in Figure 1-4, *Sewer Pipeline Connection*, the sewer line connection extended approximately 300 feet southwesterly from an existing sewer line located near Sherborn Street to the Bel Air Neighborhood located along Laurel Canyon Way. The sewer pipeline connection extends along an existing dirt road that is adjacent to the Riverside Canal, Northeaster Drainage Channel and the existing water quality treatment basin.

During construction of the offsite sewer line connection that was intended to be built beneath an existing access road, heavy rains caused significant erosion and a landslide buried the access road. Consequently, the sewer line to be constructed was relocated in the field 20 feet easterly, in order to protect the sewer improvements and access road. The adjacent Riverside Canal and an unnamed drainage to the Riverside Canal also had to be slope-stabilized as a result of the erosion and landslide.

These actions inadvertently caused impacts to jurisdictional waters and required after-the-fact coordination and/or jurisdictional permits from the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board

(RWQCB). A CDFW Operation of Law was issued on September 25, 2019, a USACE Non-Notifying Nationwide Permit was submitted to USACE on March 10, 2020, a Notice of Violation was issued from the RWQCB on August 15, 2019, and an After-the-Fact Determination of Biologically Equivalent or Superior Preservation (DBESP) pursuant to the Riverside Multiple Species Habitat Conservation Plan (MSHCP) was reviewed by CDFW and USFWS and was deemed complete on December 8, 2021. These documents/permits addressed impacts to the Riverside Canal and unnamed drainage.

PROPOSED CONVERSION WASTEWATER TREATMENT POND TO WATER QUALITY TREATMENT DETENTION BASIN

As shown in Figure 1-5, *Water Quality Treatment Detention Basin*, the project included the conversion of an existing 4.0-acre wastewater treatment pond into a water quality treatment facility. The wastewater treatment pond was part of a private sewer system that was owned and operated for the Bel Air Neighborhood Homeowner Association. The wastewater treatment pond was determined to not be Waters of the U.S. or State and was decommissioned by Santa Ana Regional Water Quality Control Board (RWQCB) in 2017. The pond was drained and the vegetation in one-half of the pond was removed and converted to a water quality treatment basin. The other half remains as open space. A berm has been constructed to separate the two basins.

The wildlife agencies initially requested information on the sewage pond retrofit. The original sewage treatment ponds were not considered jurisdictional waters of the U.S. or State due to its use as an isolated waste treatment facility. The sewage treatment pond would also not be considered an MSHCP riparian/riverine feature because it did not contain a freshwater source. When the sewage ponds were decommissioned, a portion of the pond was converted into a water quality basin and the remainder still exists as a remnant pond, but no longer treats sewage.

The connection of the Bel Air Community sewer lines, and the decommissioning of the sewage pond, was required by the City of Corona as stated within the greater Monteolivo Development Conditions of Approval (Appendix A, Conditions 42-45). As this requirement is in the existing Conditions of Approval, additional CEQA review is not required, and therefore does not warrant additional MSHCP review. As stated in the 2020 DBESP, impacts to the unnamed drainage and the Riverside Canal were not anticipated, and therefore the regulatory agency coordination, MSHCP After the Fact and this associated CEQA review is intended to address impacts to the unnamed drainage and Riverside Canal only.

The City of Corona submitted a DBESP to the USFWS and CDFW on February 24, 2021. Comments were provided by USFWS and CDFW on April 26, 2021 and responses were submitted on June 23, 2021. Subsequent USFWS and CDFW comments were received on August 24, 2021. Additional comment responses were submitted to CDFW and USFWS on October 8, 2021. No further comments were received from the wildlife agencies within their 60-day review period, and therefore, the DBESP was deemed complete on December 8, 2021. Copies of the correspondence are attached in Appendix B.

STORM DRAIN IMPROVEMENTS

To construct the sewer line connection, shown in Figure 1-4, *Sewer Pipeline Connection*, the banks of the Riverside Canal Drainage and the Northeasterly Drainage Channel were stabilized with the placement of rock riprap. This involved the widening of the channel, replacement of an existing culvert, installation of a headwall and installation of approximately 135 linear feet of riprap for energy dissipation. Improvements to the channel required a 404 Permit from the USACE, a 1600 Streambed Agreement from CDFW and a 401 Water Quality Certification from the RWQCB. Presently, the Proposed Project Modification have approval from the CDFW and is pending permit approvals from the USACE and RWQCB.

1.2 Location and Surrounding Land Uses

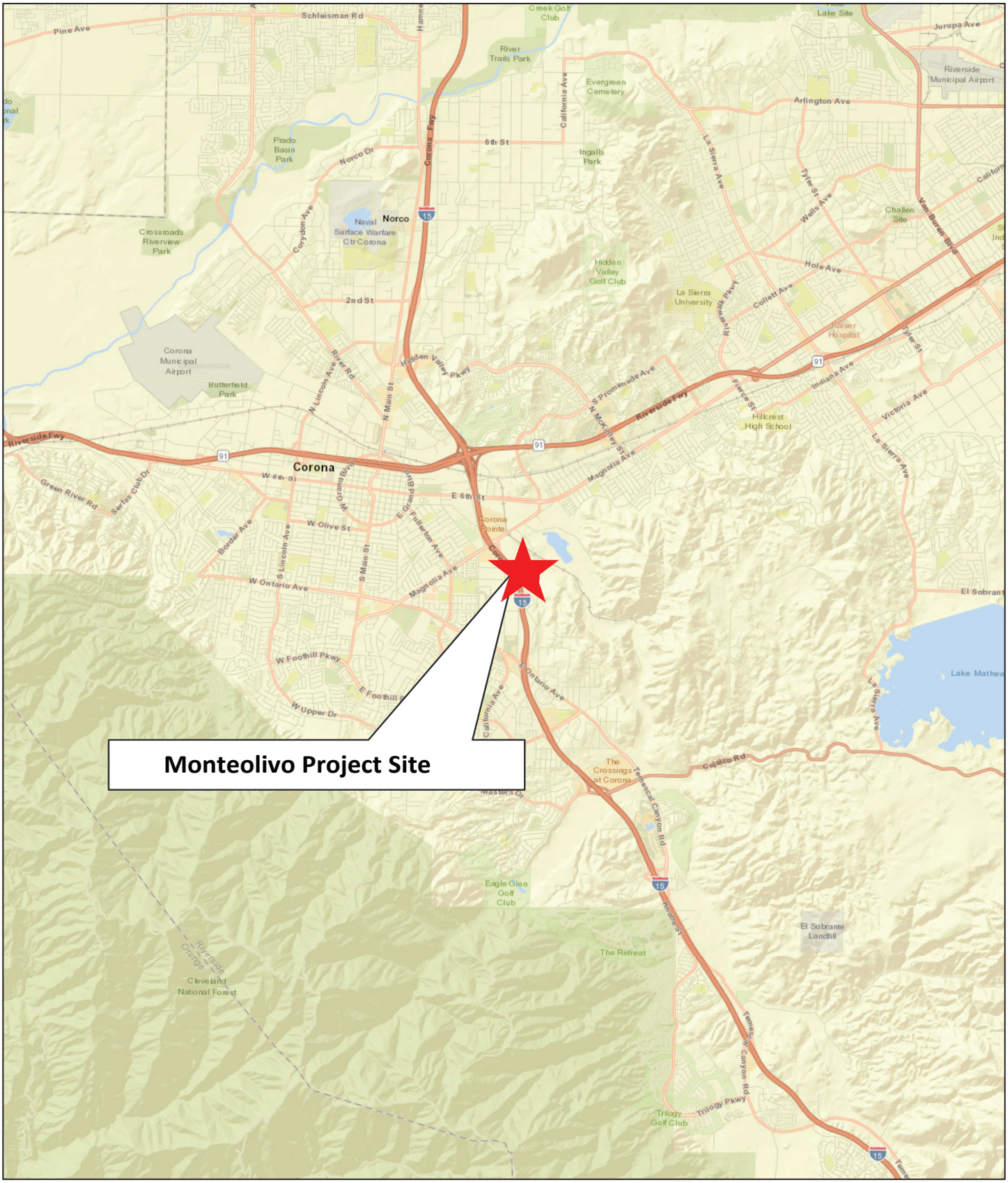
The Monteolivo project site consists of 61.6 acres and is located east of the intersection of Laurel Canyon Way and Old Temescal Road within the City of Corona, County of Riverside. The site area is located approximately 0.02 miles east of Interstate 15 (I-15) and one mile south of State Route 91 (SR-91). The project site is surrounded by the existing Bel Air residential neighborhood to the west, lower density residential uses to the south, vacant land to the east and Riverside Canal and former wastewater treatment pond site to the north.

1.3 Proposed Project Modifications

The Proposed Project Modifications in Addendum 1 evaluate a proposed private gated circulation access through the community and the replacement of the previously proposed recreation center with an open space park area.

PROPOSED PROJECT ACCESS

The primary access for the Monteolivo community would be a stop-controlled full access driveway at Laurel Canyon Way with a private gate. The project would also provide a secondary access road through the southern portion of the Monteolivo community which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate and would not be open to the public; refer to Figure 1-6, *Proposed Project Circulation Access*.



Source: ESRI; March 2019.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Regional Location Map

VCS Environmental

Figure 1-1

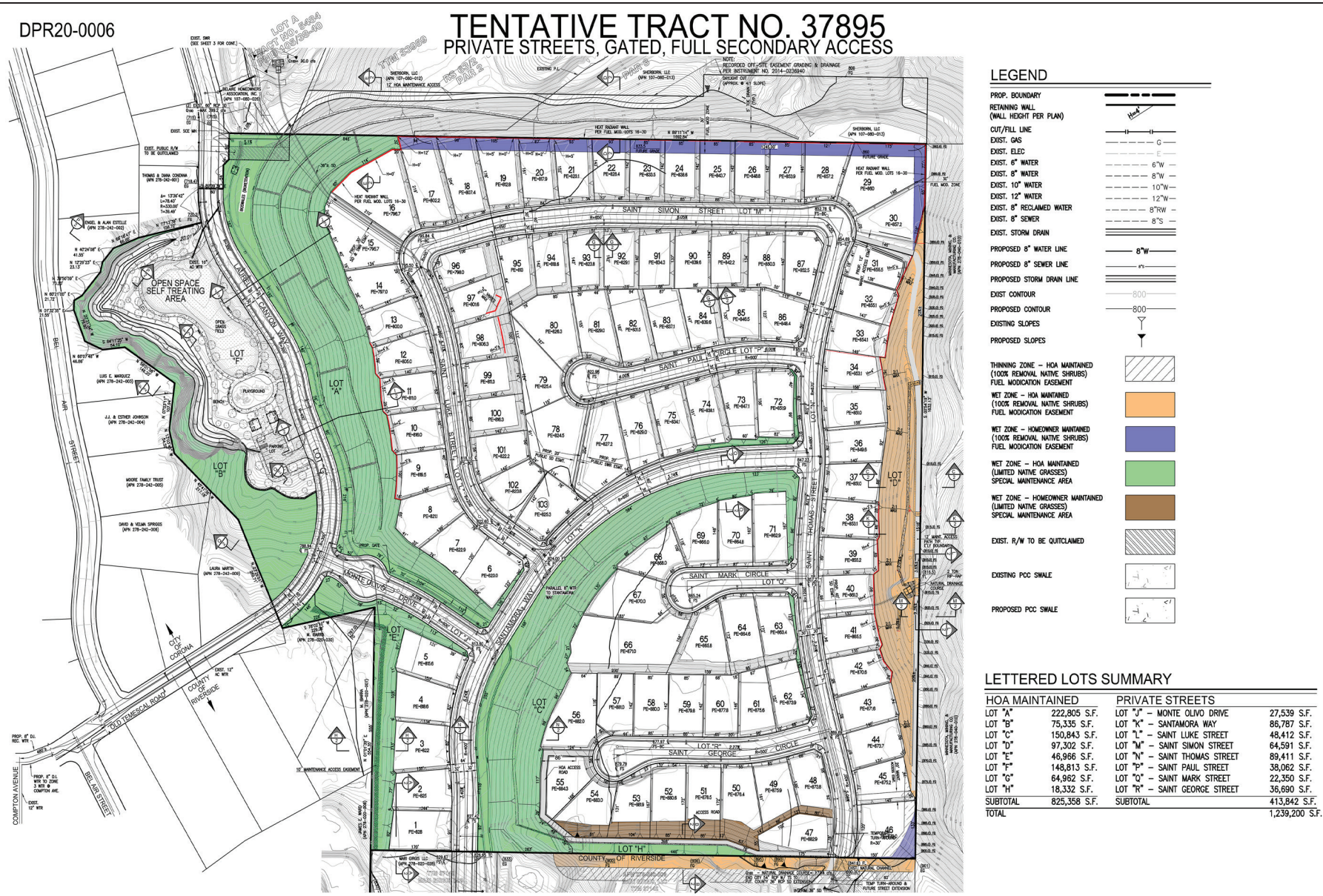
Source: Google Earth Pro; March 2023.
- approximate Project Site Boundary

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Project Area Map

VCS Environmental

Figure 1-2

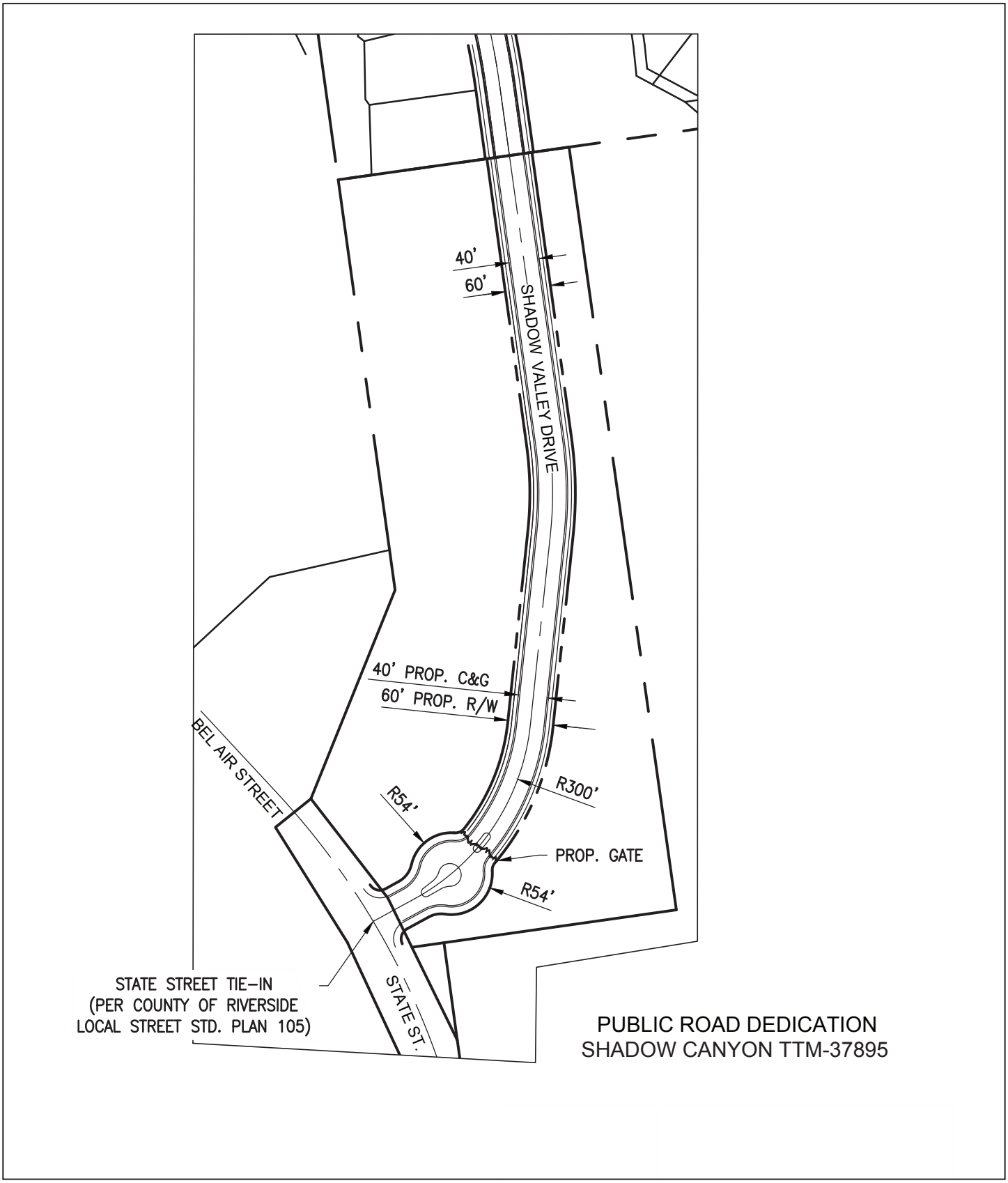


LETTERED LOTS SUMMARY

HOA MAINTAINED		PRIVATE STREETS	
LOT "A"	222,805 S.F.	LOT "J" – MONTE OLIVO DRIVE	27,539 S.F.
LOT "B"	75,335 S.F.	LOT "K" – SANTAMORA WAY	86,787 S.F.
LOT "C"	150,843 S.F.	LOT "L" – SAINT LUKE STREET	48,412 S.F.
LOT "D"	97,302 S.F.	LOT "M" – SAINT SIMON STREET	64,591 S.F.
LOT "E"	46,966 S.F.	LOT "N" – SAINT THOMAS STREET	89,411 S.F.
LOT "F"	148,813 S.F.	LOT "P" – SAINT PAUL STREET	38,062 S.F.
LOT "G"	64,962 S.F.	LOT "Q" – SAINT MARK STREET	22,350 S.F.
LOT "H"	18,332 S.F.	LOT "R" – SAINT GEORGE STREET	36,690 S.F.
SUBTOTAL	825,358 S.F.	SUBTOTAL	413,842 S.F.
TOTAL			1,239,200 S.F.

Source: Armstrong & Brooks Consulting Engineers; August 9, 2023.

Tentative Tract Map No. 37895



Source: Armstrong & Brooks Consulting Engineers; August 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Public Road Dedication

VCS Environmental

Figure 1-3b

Sources: Bing, Google Earth, LSA and VCS; February 2020.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Sewer Pipeline Connection

VCS Environmental

Figure 1-4

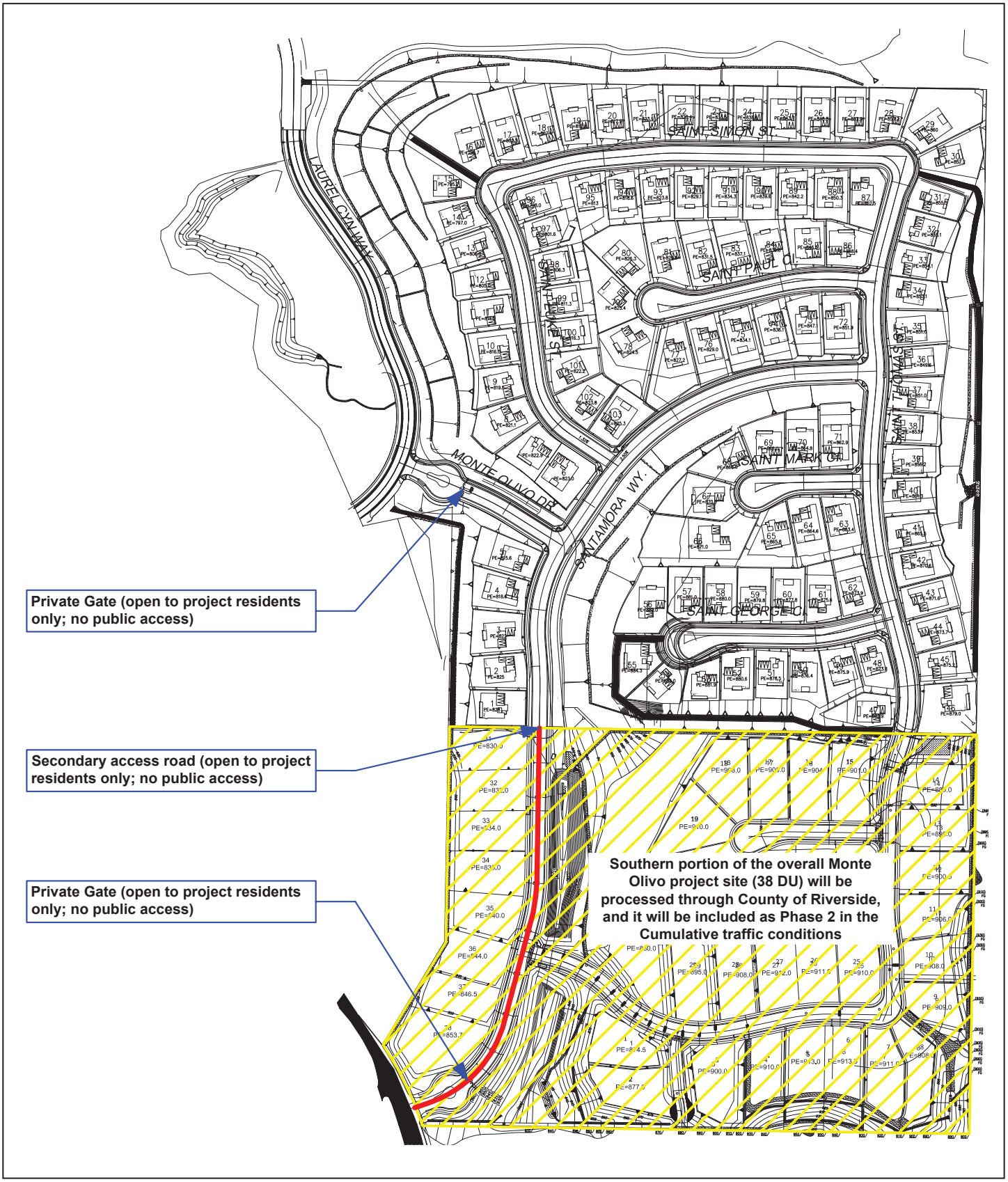
Source: LSA.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Water Quality Treatment Detention Basin

VCS Environmental

Figure 1-5



Source: Ganddini Group, Inc.; January 26, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Proposed Project Circulation Access

VCS Environmental

Figure 1-6

Project Access Design Features

The following traffic design features have been incorporated into the Proposed Project Modifications to ensure that project area intersections and roadway segments operate at acceptable levels of service:

PDF-T-1: At the project driveway at Laurel Canyon Way (Intersection No. 7), install a westbound stop sign, and provide a westbound shared left-right lane.

PDF-T-2: At the project driveway at State Street (Intersection No. 8 – Opposite Bel Air Street), install a westbound stop sign, and provide a westbound shared left-right lane.

PROPOSED PASSIVE OPEN SPACE AREA

The previously expired Tentative Tract Map (TTM) included a 3.16-acre open space lot located on the west side of Laurel Canyon Way, north of the project entry, which would be dedicated for the construction of a common private recreational center with amenities for the benefit of future homeowners. TTM 37895 proposes to retain the 3.16-acre open space lot, but in-lieu of providing a recreation center, proposes a passive open space area. The open space area is envisioned to include a tot lot of play equipment, informal open grass play areas, pedestrian pathways, and picnic areas with shade pavilions; refer to Figure 1-7, *Conceptual Landscape Plan*.

1.4 Basis for an Addendum

CEQA Guidelines Section 15164 allows for the preparation of an Addendum to an adopted MND "if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR (or MND) have occurred." CEQA Guidelines Section 15164 identifies the following conditions that would require the preparation of a subsequent MND:

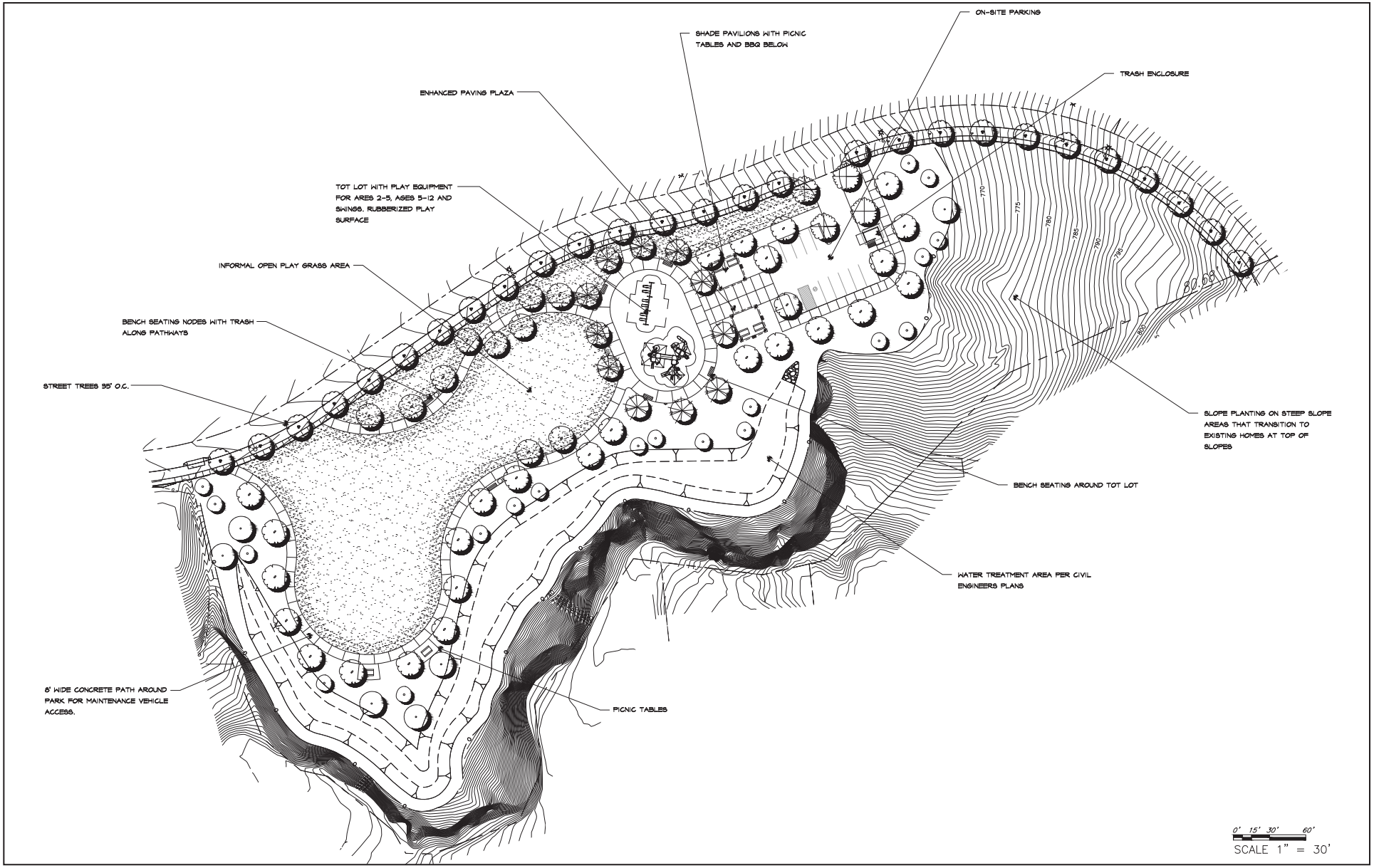
- Substantial changes in the project are proposed which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- Substantial changes occur with respect to the circumstances under which the project is undertaken which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of MND adoption, shows any of the following:

- The project would have one or more significant effects not discussed in the MND. The project would result in impacts substantially more severe than those disclosed in the MND.

Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative.

- Mitigation measures or alternatives that are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.



Source: Ian Davidson Landscape Architecture; October 2020.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Conceptual Landscape Plan

The Addendum need not be circulated for public review (CEQA Guidelines Section 15164[c]); however, an Addendum must be considered by the decision-making body prior to making a decision on the project (CEQA Guidelines Section 15164[d]). This Addendum to the previously adopted IS/MND demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the previously approved Final IS/MND remains substantively unchanged despite minor project refinements described herein and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previously approved Final IS/MND.

1.5 Mitigation Measures

PREVIOUSLY APPROVED EXISTING MITIGATION MEASURES

Below is a listing of mitigation measures provided in the previously approved IS/MND that are relevant to the Proposed Project Modifications. Because construction activities for the residential project have been completed, the majority of the mitigation measures from the previously adopted IS/MND are no longer relevant.

AIR-3: During site preparation and grading activities, the applicant or its contractor shall control airborne dust and PM_{10}/$PM_{2.5}$ by watering all active areas at least three times per day, as dictated by local soil and wind conditions. If visible emissions of fugitive dust persist beyond a distance of 200 feet from the boundary of the construction site, all feasible measures shall be implemented to eliminate potential nuisance conditions at offsite receptors.

BIO-6: A pre-construction survey for avian nests within seven (7) days of vegetation clearance or grading of the project site, if grading permits are to be issued during the nesting season, March 1st through September 1st.

BIO-7: If passerine birds are found to be nesting, a 250-foot buffer is required around the nesting site, in which the vegetation cannot be disturbed. In the event that the nest is for a raptor, the buffer shall be expanded to 500-feet. If multiple nests are found, grading and grubbing of the project site shall be postponed.

BIO-8: A qualified biologist shall closely monitor the project site and nests until it is determined that the nests are no longer active.

BIO-9: Prior to the issuance of a grading permit, applicable Section 404 permit from the U.S. Army Corps of Engineers and a Streambed Alteration Permit pursuant to Fish and Wildlife Code 1602, and Section 401 Water Quality Certification from the Regional Water Quality shall be obtained.

BIO-10: A Water Quality Management Plan and SWPPP shall be prepared and implement BMPs (Best Management Practices) that will prevent habitat degradation caused by runoff within the adjacent conservation area and pollutants from vehicles and paved surfaces are organic compounds, metals, and oil/grease; from pet waste are bacteria/virus pathogens; and from landscaping are sediment, nutrients, oxygen-demanding substances, and herbicides/pesticides.

CR-15: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

CR-16: The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.

CR-17: All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

CR-18: If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer shall retain a qualified archaeologist to assess the significance of such resources. Pursuant to California Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. The archaeologist shall be responsible for determining the significance of the cultural resource and mitigation for such resources. The archaeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.

GEO-2: During earthwork construction, the applicant shall adhere to the grading recommendations presented in the Preliminary Geotechnical Investigation prepared by Geocon Inland Empire Inc. (2006).

GEO-19: The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

GEO-20: 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.

GEO-21: A report prepared by the archeologist documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.

T-4: Prior to the issuance of the first Certificate of Occupancy, the northbound shared left/through/right turn lane of Compton Avenue at Old Temescal Road shall be widened and/or restriped to provide an exclusive left-turn lane and a shared through-right turn lane.

T-5: Prior to the recordation of TTM 36533, the applicant shall pay the fair share cost of 9.55 percent towards the construction of a two-phased signal traffic signal at the intersection of Rimpau Avenue at Old Temescal Road. In addition, the northbound shared left-through lane shall be restriped to provide an exclusive left-turn lane and the southbound shared left-through lane shall be restriped to provide an exclusive left-turn lane.

PROPOSED MITIGATION MEASURES

The following Mitigation Measures are proposed based on the analysis provided in the Addendum to the IS/MND:

TRANS-1: Prior to map recordation, the project shall constrict or if the signal is constructed, provide a fair share payment for the installation of the traffic signal at the intersection of State Street/Ontario Avenue.

TRANS-2: The following circulation improvements are recommended to enhance safe vehicle within the project area:

- Prior to issuance of first Certificate of Occupancy, Laurel Canyon Way, adjacent to the project boundary, shall be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development per City standards.
- Prior to issuance of the first Certificate of Occupancy, the project shall provide a secondary access road through the southern portion of the site which would create a stop-controlled secondary access driveway at State Street for project residents only.
- All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project should be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Corona and applicable portions to the County of Riverside.
- Prior to issuance of first Certificate of Occupancy, site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Corona.
- Onsite traffic signing and stripping plans shall be submitted to City of Corona for approval in conjunction with detailed construction plans for the project.
- The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable City of Corona, County of Riverside and California Department of Transportation sight distance standards.

- The northeast and southeast corners of the project site access driveway at State Street shall be limited to low growing ground cover and/or hardscape to ensure that overgrown landscape would not obstruct driver views along State Street. The final Improvement Plans for the State Street project driveway access shall be approved by the City of Corona and County of Riverside.

1.6 Summary of Findings

In accordance with the analysis presented in Section 2.0, and pursuant to Sections 15162, 15164, and 15183 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously prepared IS/MND due to new or substantially more severe significant environmental effects than previously analyzed; and
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed; and
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously prepared EIRs.

2.0 ENVIRONMENTAL CHECKLIST

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in an original project's IS/MND. The focus of this analysis is on the identified changes associated with the Proposed Project Modifications and whether there would be any difference in identified impacts or required mitigation measures from those identified in the previously approved IS/MND.

The following analysis is used to: (1) compare the environmental impacts of the Proposed Project Modifications with impacts evaluated in the previously adopted IS/MND; (2) to identify whether the Proposed Project Modifications would result in new or more severe significant environmental impacts; and (3) to identify if there have been substantial changes with respect to the circumstances under which the Proposed Project Modifications would be undertaken since adoption of the previously approved IS/MND that would result in new or more severe significant environmental effects. This analysis confirms that the Proposed Project Modifications are within the scope of the previously approved IS/MND, and the Proposed Project Modifications would cause no new or more severe significant effects and no new mitigation measures are required.

The following discussion has been undertaken pursuant to the provisions of CEQA Guidelines Sections 15162 and 15164 to provide the City of Corona with the factual basis for determining whether any changes associated with the Proposed Project Modifications, any changes in circumstance, or any new information since adoption of the previously approved IS/MND requires additional environmental review.

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2.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Have a substantial adverse effect on a scenic vista?

Previously Approved MND Finding No Impact: According to the City of Corona General Plan, there are no designated scenic vistas on the project site. The previously adopted IS/MND determined that the original project would not impact any scenic vistas.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect on a scenic vista. The Proposed Project Modifications would occur in the same general project area and like the original project, would not have an adverse impact on any designated scenic vistas. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Previously Approved MND Finding No Impact: The State Scenic Highway Program was established by the California Department of Transportation (Caltrans) to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to state highways. According to Caltrans, State Route 91 (SR-91) is identified as an eligible State Scenic Corridor from I-15 west to SR-91. The previously adopted IS/MND determined that the project site was located southeast of SR-91 and the I-15 interchange, outside of the segment of I-15 that is identified as an eligible scenic corridor and no impacts to scenic resources within the viewshed of a state highway would occur.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and

historic buildings within a state scenic highway. The Proposed Project Modifications would occur in the same general project area. Therefore, no potential adverse impacts to scenic resources within the viewshed of a state scenic highway would occur. Compared to the original project, implementation of the Proposed Project Modifications would result in the same level of impacts to state scenic highways.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project was consistent with existing developments in the vicinity and would not degrade the visual character of the site or surrounding area.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to substantially degrade the existing visual character or quality of the site and its surroundings. The construction of the Proposed Project Modifications would temporarily alter the existing aesthetic environment but would not change the overall aesthetic character of the project area. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to the aesthetic visual character of the project area.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not have any adverse light and glare impacts.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The Proposed Project Modifications would not introduce any new sources of light and glare impacts within the project area, beyond provided by the original project. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of light and glare impacts.

SUMMARY OF FINDINGS FOR AESTHETICS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.2 Agricultural and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the project does not contain Prime Farmland or Farmland of Statewide Importance, and therefore the original project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural land uses.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site has been rough graded. There are no existing agricultural land uses on the project site. Implementation of the Proposed Project Modifications will not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural land uses. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to agricultural resources.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not conflict with any existing agricultural zoning or Williamson Act contracts on the property. According to the City of Corona Zoning Code, the project site is not zoned for agricultural land uses or is not under existing Williamson Act contracts.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to conflict with existing zoning for agricultural use, or a Williamson Act contract. As identified previously, the project site has been rough graded and there are no agricultural resources within the project area where the Proposed Project Modifications would occur. Therefore, the Proposed Project Modifications would not conflict with any lands zoned for agricultural uses or conflict with lands under a Williamson Act contract. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to agricultural resources.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not cause a rezoning of lands that are zoned for forest land or timberland.

Addendum Finding No Impact: The Proposed Project Modifications would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. According to the City of Corona Zoning Code, the project site is not zoned for forest land or timberland. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to forest land or timberland uses.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not result in the loss of forest or convert forest land to non-forest land uses.

Addendum Finding No Impact: The Proposed Project Modifications would not result in the loss of forest land or conversion of forest land to non-forest use. The project has been rough graded and does not contain forest land resources. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to forest land resources.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not result in the loss of forest or convert forest land to non-forest land uses.

Addendum Finding No Impact: The Proposed Project Modifications would not cause any onsite or offsite conversion of farmland or forest land to non-agricultural uses or non-forest uses. The project site and surrounding area does not contain farmland or timberland. Compared to the previously adopted IS/MND, the implementation of the Proposed Project Modifications would result in the same level of impact to farmland or forest land resources.

SUMMARY OF FINDINGS FOR AGRICULTURAL AND FORESTRY RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Conflict with or obstruct implementation of the applicable air quality plan?

Previously Approved MND Finding Less Than Significant Impact: Potential air quality impacts associated with the construction of the Monteolivo Subdivision were evaluated and mitigated in the previously approved IS/MND. Mitigation Measure AIR-3 was incorporated into the project to reduce potential localized air quality impacts to less than significant. The previously approved IS/MND determined the construction and operation of the original Monteolivo Subdivision Project would not conflict with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to conflict with or obstruct implementation of the applicable air quality plan. The Proposed Project Modifications would provide private gated circulation access through the project and the replacement of the previously proposed recreation center with an open space park area. The Proposed Project Modifications would not generate additional population, housing, or employment growth beyond what is currently identified in the City of Corona General Plan, and therefore would not conflict with the SCAQMD's Air Quality Management Plan (AQMP). Therefore, the Proposed Project Modifications would be consistent with the AQMP. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact regarding conflicts with the SCAQMD's Air Quality Management Plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The project site is located in a Federal and/or State nonattainment area for PM_{10}, $PM_{2.5}$, and O_3. The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same.

The previously approved IS/MND determined the original project would result in less than significant regional operational air quality impacts and less than significant construction related air quality impacts with implementation of Mitigation Measure AIR-3. Therefore, cumulative air quality impacts would also be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standards. The proposed project would not increase the number of dwelling units or increase the amount of vehicle trips beyond the amount provided in the original project. Therefore, there would be no increase in long-term air quality emissions compared to the original project. Compared to the original project, there would be no increase in construction related emissions. Like the original project, to minimize fugitive dust impacts, the project would be required to implement Mitigation Measure AIR-3 which requires watering all active areas at least three times per day. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of air quality impacts.

Mitigation Measures:

AIR-3: During site preparation and grading activities, the applicant or its contractor shall control airborne dust and PM_{10}/$PM_{2.5}$ by watering all active areas at least three times per day, as dictated by local soil and wind conditions. If visible emissions of fugitive dust persist beyond a distance of 200 feet from the boundary of the construction site, all feasible measures shall be implemented to eliminate potential nuisance conditions at offsite receptors.

c) Expose sensitive receptors to substantial pollutant concentrations?

Previously Approved MND Finding Less Than Significant Impact: Sensitive receptors include, but are not limited to, residential uses, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. Existing residential uses are located west of where the Proposed Project Modifications would occur. The previously approved IS/MND determined that the original project would result in less than significant localized air quality impacts with the incorporation of Mitigation Measure AIR-3.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not expose sensitive receptors to substantial pollutant concentrations. The proposed project would not increase long-term operational air emissions or short-term construction emissions and would not increase the exposure of sensitive receptors to increased levels of air pollutants. As required for the original project, to minimize fugitive dust impacts, the proposed project would be required to implement Mitigation Measure AIR-3 which requires watering all active areas at least three times per day. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of localized air quality impacts.

Mitigation Measures: Mitigation Measure AIR-3 is required.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the construction operations for the original project would generate less than significant odor impacts and that no adverse operational odor impacts would occur.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to result in other emissions that would adversely affect a substantial number of people. Like the original project, odor emissions generated from the operation of construction equipment would be short-term and would not be confined to one specific location and would disperse quickly. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result resulted in the same level of odor impacts.

SUMMARY OF FINDINGS FOR AIR QUALITY

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.4 Biological Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND evaluated potential impacts to sensitive species associated with the construction of the Monteolivo project. The assessment analyzed both onsite conditions associated with the 61.6-acre project site. The assessment included habitat suitability assessments (HSAs) for Narrow Endemic Plant Species [San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia stellaris*), and San Miguel savory (*Satureja chandleri*)]. The assessment also included potential habitat

for the burrowing owl (*Athene cunicularia hypugea*). Potential burrows were present throughout the site and were not mapped individually during this survey. The biological analysis determined that no suitable habitat exists for the San Diego ambrosia, Brand's Phacelia and San Miguel savory. Finally, no burrowing owls were observed during focused field surveys in the study area. To ensure no impacts could occur to nesting birds, Mitigation Measures BIO-6, BIO-7, and BIO-8 were required. With implementation of Mitigation Measures BIO-6, BIO-7, and BIO-8, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. There would be the potential that nesting birds could be present within the vicinity of the proposed open space park area and construction activities associated with improving the open space areas could generate construction noise impacts that could potentially disrupt the breeding patterns of nesting birds. As required for the previously approved project, ensure that no potential construction noise impacts would occur to nesting birds, the proposed project would be required to implement Mitigation Measures BIO-6, BIO-7, and BIO-8. With implementation of Mitigation Measures BIO-6, BIO-7, and BIO-8, potential construction noise impacts to nesting birds would be less than significant.

Mitigation Measures:

BIO-6: A pre-construction survey for avian nests within seven (7) days of vegetation clearance or grading of the project site, if grading permits are to be issued during the nesting season, March 1st through September 1st.

BIO-7: If passerine birds are found to be nesting, a 250-foot buffer is required around the nesting site, in which the vegetation cannot be disturbed. In the event that the nest is for a raptor, the buffer shall be expanded to 500-feet. If multiple nests are found, grading and grubbing of the project site shall be postponed.

BIO-8: A qualified biologist shall closely monitor the project site and nests until it is determined that the nests are no longer active.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND included a Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis dated January 2014, prepared by LSA, identified the project would result in 0.827 acres of temporary effects including 0.109 acres of streambed and 0.718 acres of riparian streambed, and 1.392 acres of permanent effects including 0.543 acres of streambed and 0.849 acres of riparian streambed. To reduce potential impacts to the riparian habitat, the project was required to implement Mitigation Measure BIO-9, which required a Section 404 permit from the USACE, a Streambed Alternation Agreement from the CDFW and Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). With implementation of Mitigation Measure BIO-9, potential impacts were determined to be less than significant.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community. The area where the Proposed Project Modifications would be implemented has been previously rough graded and the areas currently consist of non-native weeds and are void of any sensitive natural communities. No potential impacts to sensitive natural communities would occur. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in no additional impacts to sensitive natural communities.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND identified the project would result in temporary and permanent impacts to wetland habitat, that included 0.827 acres of temporary effects including 0.109 acres of streambed and 0.718 acres of riparian streambed, and 1.392 acres of permanent effects including 0.543 acres of streambed and 0.849 acres of riparian streambed. The project was required to implement Mitigation Measure BIO-9 which requires a Section 404 permit from the , a Streambed Alternation Agreement from the CDFW and a Section 401 Water Quality Certification from the RWQCB. With implementation of Mitigation Measure BIO-9, potential impacts were determined to be less than significant.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect on state or federally protected wetlands. The areas where the Proposed Project Modifications would be implemented have been previously rough graded and the areas currently consist of non-native weeds and are void of any wetland habitat. Compared to the previously adopted IS/MND, no additional impacts to riparian habitat would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined the project is not located within or would not provide linage to an open space corridor and potential impacts to wildlife movement were less than significant. To ensure no impacts could occur to nesting birds, Mitigation Measures BIO-6, BIO-7 and BIO-8 were required. With implementation of Mitigation Measures BIO-6, BIO-7 and BIO-8, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: There are no wildlife corridors or wildlife movement in the areas where the Proposed Project Modifications would occur. Therefore, no adverse effects to wildlife movement occurred. There would be the potential that nesting birds could be present within the vicinity of the proposed open space park area and construction activities associated with improving the open space areas could generate construction noise impacts that could potentially disrupt the breeding patterns of nesting birds. Like the previously approved IS/MND, ensure that no potential construction noise impacts would occur to nesting birds, Mitigation Measures BIO-6, BIO-7 and BIO-8 would be required. With implementation of Mitigation Measures BIO-6, BIO-7 and BIO-8, potential construction noise impacts to nesting birds would be less

than significant. Compared to the previously adopted IS/MND, the level of potential impacts to nesting birds would be the same.

Mitigation Measures: Mitigation Measures BIO-6, BIO-7 and BIO-8 are required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Previously Approved MND Finding Less Than Significant Impact: The City of Corona Municipal Code Section 12.22.080 establishes criteria and requirements regarding trees that are determined to be a Landmark Tree. The previously approved IS/MND determined that the trees on the project site were not regulated by the City of Corona Municipal Code Section 12.22.080. Potential impacts were less than significant.

Addendum Finding No Impact: The areas where the Proposed Project Modifications would be implemented have been previously rough graded and the areas currently consist of non-native weeds and is void of any trees that would be considered a Landmark Tree as defined by Municipal Code Section 12.22.080. Compared to the previously adopted IS/MND, no additional impacts to landmark trees would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Previously Approved MND Finding No Impact: The previously approved IS/MND identified the project site as located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP consists of Area Plans divided into Subunits, and further, into Criteria Cells with specific conservation objectives identified for each. Conservation objectives include target conservation acreages, along with a description of the Planning Species, Biological Issues and Considerations, and Criteria for each Subunit and Criteria Cell. The project site is within the Temescal Canyon Area Plan. The project site does not lie within the MSHCP Criteria Area. The Conservation Summary Report Generator indicates that 0.05 acres of the project site is within Criteria Cell 2018. However, the Western Riverside County Regional Conservation Authority (RCA) in a letter to the City of Corona, dated December 29, 2006, JPR #06-12-19-01, acknowledged the portion of the project located immediately west of Criteria Cell 2018 is not within this cell and no Joint Project Review was required. Use of the project site as proposed would not conflict with MSHCP conservation objectives for the area.

Addendum Finding No Impact: The areas where the Proposed Project Modifications would be implemented are not located within a MSHCP Area Plan Subunit, Criteria Cell, or Criteria Cell Group and are also not located within any of the identified existing or proposed Cores and Linkages. The Proposed Project Modifications would not conflict with the Consistency Analysis and a Determination of Biologically Equivalent or Superior Preservation (DBESP) that was prepared for the original project. The revised project would be consistent with MSHCP objectives. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same conclusion regarding MSHCP consistency and the level of impacts would be the same.

SUMMARY OF FINDINGS FOR BIOLOGICAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.5 Cultural Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined the project site is not known to contain any historical resources. However, because cultural resources are known to occur in the project area, there is the potential that unknown cultural resources could exist and be encountered during construction. To avoid impacts to unknown cultural resources, Mitigation Measures CR-16, CR-17, and CR-18, described below, were recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. The areas where the Proposed Project Modifications would be implemented have been rough graded and no historic resources were encountered. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter unknown historic resources. However, on the side of caution and in the remote event unknown historic resources are encountered, Mitigation Measures CR-16, CR-17, and CR-18 are recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18, potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown historical resources.

Mitigation Measures:

CR-16: The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.

CR-17: All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

CR-18: If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer shall retain a qualified archaeologist to assess the significance of such resources. Pursuant to California Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. The archaeologist shall be responsible for determining the significance of the cultural resource and mitigation for such resources. The archaeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined the project site is not known to contain any known archaeological resources. However, because cultural resources are known to occur in the project area, there is some potential that unknown cultural resources could exist and be encountered during construction. To avoid impacts to unknown archaeological resources, Mitigation Measures 16, 17 and 18 are recommended. With implementation Mitigation Measures CR-16, CR-17, and CR-18, potential impacts would be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. As identified previously, no archaeological resources were encountered during rough grading activities on the project site, including the areas where the Proposed Project Modifications would be implemented. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter unknown archaeological resources. However, on the side of caution and in the remote event unknown archaeological resources are encountered, Mitigation Measures CR-16, CR-17, and CR-18 are recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18, potential impacts to unknown archaeological resources would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown archaeological resources.

Mitigation Measures: Mitigation Measures CR-16, CR-17 and CR-18 are required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined the project site did not contain any sacred burial grounds or formal cemeteries. However, because cultural resources are known to occur in the project area, there could be the potential that unknown burial grounds could exist and be encountered during construction. To avoid potential impacts to unknown burial grounds that could exist within the project site, Mitigation Measure CR-15 was required. With implementation of Mitigation Measure CR-15, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to disturb any human remains, including those interred outside of dedicated cemeteries. During rough grading of the project site including the areas where the Proposed Project Modifications would be implemented, no human remains or burial grounds were encountered. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter human remains. However, on the side of caution and in the remote event unknown human remains are encountered, Mitigation Measures CR-15 is recommended. With implementation of Mitigation Measure CR-15, potential impacts to unknown human remains would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown human remains and burial grounds.

Mitigation Measure

CR-15: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

SUMMARY OF FINDINGS FOR CULTURAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.6 Energy

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

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

Previously Approved MND Finding: The 2019 amendments and additions to the CEQA Checklist includes an Energy Section that analyzes the Proposed Project Modifications energy consumption in order to avoid or reduce inefficient, wasteful, or unnecessary consumption of energy. The previously approved IS/MND was prepared before 2019 and did not evaluate the consumption of energy.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The construction and operation of the project would require the commitment of energy resources. The project site has been previously graded including the area where the Proposed Project Modifications would be implemented. Therefore, no additional energy commitments associated with rough grading would be required. Any final grading for the Proposed Project Modifications would have been included in the overall energy commitments for the project. The Proposed Project Modifications would not increase the number of approved residential units on the project site. Therefore, there would be no additional operation energy commitments associated with implementation of the Proposed Project Modifications. Potential impacts associated with the project resulting in wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

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

Previously Approved MND Finding: The 2019 amendments and additions to the CEQA Checklist includes an Energy Section that analyzes if a project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The previously approved IS/MND did not evaluate local plans for renewable energy or energy efficiency.

Addendum Finding Less Than Significant Impact: The City of Corona Climate Action Plan Update, adopted in 2019, contains applicable goals and policies related to energy. The goals and policies that are appliable to the project with the Proposed Project Modifications are shown in Table 2.6-1,

Proposed Project Compliance with Applicable Climate Action Plan Update Energy Policies, along with the project's consistency.

Table 2.6-1
Proposed Project Compliance with Applicable Climate Action Plan Update Energy Policies

General Plan Goal or Policy	Proposed Project Implementation Actions
Goal 1: Increase Energy Efficiency in Existing Residential Units.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Goal 2: Increase Energy Efficiency in New Residential Units.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Goal 5: Increase Energy Efficiency through Water Efficiency.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Goal 6: Decrease Energy Demand through Reducing Urban Heat Island Effect per Title 24 Requirements.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Source: VCS Environmental; March 23, 2021.	

As shown in Table 2.6-1, the project with the Proposed Project Modifications would be consistent with all applicable energy-related policies from the City of Corona General Plan. Therefore, the Proposed Project Modifications would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

SUMMARY OF FINDINGS FOR ENERGY

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.7 Geology and Soils

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
2) Strong seismic ground shaking?	☐	☐	☒	☐
3) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
4) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Previously Approved MND Finding No Impact: The previously approved IS/MND determined that there were no Alquist-Priolo Fault Zones on the project site and there would be minimal potential for ground rupture impacts.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential for the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. The Proposed Project Modifications would occur on the same project site and like the original project, there would be minimal potential for ground rupture impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of ground rupture impacts.

2) Strong seismic ground shaking?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the project site is located within a seismically active area that could be subject to seismic ground shaking impacts. The previously approved project determined that with compliance with the California Building Code, the potential for strong seismic shaking impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase potential seismic shaking impacts. The Proposed Project Modifications would be implemented within the same project site and would be subject to the same level of risks for potential seismic shaking impacts. However, because the Proposed Project Modifications do not involve the construction of a recreation center structure, there would be less risks for potential seismic shaking that could adversely impact property or people. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in a lower level of seismic shaking risk impacts.

3) Seismic-related ground failure, including liquefaction?

Previously Approved MND Finding Less Than Significant Impact: Geotechnical studies prepared for the project site identified groundwater levels within the project area are 100 feet or more below ground surface and there would be low potential for liquefaction impacts. The previously approved IS/MND determined that potential liquefaction impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for liquefaction impacts. The Proposed Project Modifications would be implemented on the same project site and would be subject to the same low-level risk for potential liquefaction impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of liquefaction impacts.

4) Landslides?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined that the potential for landslide impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for landslide impacts. The areas where the Proposed Project

Modifications would be implemented are relatively flat. The potential for landslide impacts would be low and the implementation of the Proposed Project Modifications would not create any potential landslide hazards. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of landslide impacts.

b) Result in substantial soil erosion or the loss of topsoil?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the construction activities for the project would uncover soils and increase the potential for soil erosion impacts. The previously adopted IS/MND identified the project would be required to comply with the City of Corona grading regulations which would require measures to control erosion. With compliance with grading regulations, potential erosion impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for erosion impacts. Earthwork activities associated with implementation of the Proposed Project Modifications would be required to comply with the City of Corona grading regulations which would require measures to control erosion. Compliance with grading regulations, potential erosion impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential erosion impacts.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND and geotechnical report prepared for the original project determined the project was geotechnically feasible with the incorporation of geotechnical design recommendations. To ensure the geotechnical design recommendations were implemented, Mitigation Measure GEO-2 was required. With implementation of Mitigation Measure GEO-2, potential impacts associated with being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, would be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase potential impacts associated with being located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project. Any earthwork activities associated with implementation of the Proposed Project Modifications would be required to comply with geotechnical design recommendations provided in the project geotechnical report. With implementation of Mitigation Measure GEO-2, potential impacts associated with being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Proposed Project Modifications, would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of geologic stability impacts.

Mitigation Measures:

GEO-2: During earthwork construction, the applicant shall adhere to the grading recommendations presented in the Preliminary Geotechnical Investigation prepared by Geocon Inland Empire Inc. (2006).

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously adopted IS/MND and supporting project geotechnical report determined the project was geotechnically feasible with the incorporation of geotechnical design recommendations presented in the report. With implementation of Mitigation Measure GEO-2, potential expansive soil impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential for adverse soil expansive impacts. Any earthwork activities associated with implementation of the Proposed Project Modifications would be required to comply with geotechnical design recommendations provided in the project geotechnical report. With implementation of Mitigation Measure GEO-2, potential expansive soil impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of expansive soil impacts.

Mitigation Measures: Mitigation Measure GEO-2 is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Previously Approved MND Finding No Impact: The previously adopted IS/MND identified the project would not include the use of septic tanks or alternative waste disposal systems.

Addendum Finding No Impact: Similar to the original project, the Proposed Project Modifications do not include the use of septic tanks or alternative waste disposal systems. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined there would be low potential for the discovery of known paleontological resources. To avoid impacts to unknown paleontological resources that might be present, the previously approved IS/MND identifies Mitigation Measures GEO-19, GEO-20, and GEO-21 which establishes requirements for the collection and salvaging of paleontological resources in the event unknown paleontological resources are encountered. With implementation of Mitigation Measures GEO-19, GEO-20, and GEO-21, potential impacts to paleontological resources were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to directly, or indirectly, destroy a unique paleontological resource or a site or a unique geologic feature. No paleontological resources were encountered during the rough grading activities on the project site including the areas where the Proposed Project Modifications would be implemented. It would be highly unlikely the implementation of the Proposed Project Modifications would encounter unknown paleontological resources. However, on the side of caution and in the remote event unknown paleontological resources are encountered,

Mitigation Measures GEO-19, GEO-20, and GEO-21 are recommended. With implementation of Mitigation Measures GEO-19, GEO-20, and GEO-21, potential impacts to unknown paleontological resources would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown paleontological resources.

Mitigation Measures:

GEO-19: The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

GEO-20: 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.

GEO-21: A report prepared by the archaeologist documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.

SUMMARY OF FINDINGS FOR GEOLOGY AND SOILS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.8 Greenhouse Gas Emissions

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Previously Approved MND Finding Less Than Significant Impact: The previously adopted IS/MND estimated the construction of the project would generate 438 annual metric tons of greenhouse gas emissions and the operation of the project would generate 1,955 annual metric tons of greenhouse gas emissions. The construction and operation of the project would not exceed the City's threshold of 3,000 annual metric tons and less than significant greenhouse gas emission impacts would occur.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project Modifications would not increase the number of dwelling units or increase the amount of vehicle trips beyond the amount provided in the previously approved project. Therefore, there would be no increase in long-term greenhouse gas emissions compared to the original project. Additionally, the overall grading for the project included the area where the open space park area would be located. Therefore, compared to the previously approved project, there would be no increase in construction related greenhouse gas emissions. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of greenhouse gas emission impacts.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Previously Approved MND Finding Less Than Significant Impact: The previously prepared IS/MND determined the project would not conflict with the City of Corona Climate Action Plan.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Proposed Project Modifications would not increase greenhouse gas emissions above the City threshold of 3,000 annual metric tons, and therefore would be consistent with the City of Corona Climate Action Plan. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of

impacts regarding potential conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

SUMMARY OF FINDINGS FOR GREENHOUSE GAS EMISSIONS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.9 Hazards and Hazardous Materials

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the project would result in less than significant impacts regarding the transport, use and disposal of hazardous materials.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for significant impacts regarding the transport, use and disposal of hazardous materials. The construction operations associated with the Proposed Project Modifications could involve the handling of incidental amounts of hazardous substances, such as fuels and oil. Additionally,

long-term maintenance activities of the open space could involve the use of pesticides. To avoid public exposure to hazardous materials, implementation of the Proposed Project Modifications would be required to comply with local, state, and federal laws and regulations regarding the handling and storage of hazardous materials. Compliance with local, state, and federal laws and regulations would reduce the potential impact of creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials to less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts in regard to the potential to create a hazard to the public or environment associated with the transport, use and disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the project would result in less than significant impacts in regard to accidental release of hazardous materials into the environment.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for the release of hazardous materials into the environment. Construction operations associated with the Proposed Project Modifications would involve the handling of incidental amounts of hazardous materials, such as fuels, oils, and solvents. To minimize the inadvertent release of hazardous materials into the environment, the Proposed Project Modifications would be required to comply with local, state, and federal laws and regulations and implement Best Management Practices. Compliance with local, state, and federal laws and regulations in conjunction with implementation of Best Management Practices would reduce the potential impact for inadvertent release of hazardous materials into the environment to less than significant. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts associated with the accidental release of hazardous materials into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Previously Approved MND Finding No Impact: The closest school near the project location is El Centro Middle School, approximately 1.60 miles from the site. The previously approved IS/MND determined the original project would not emit hazardous emissions within 0.25 miles of an existing or proposed school.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential hazard emission impacts within 0.25 miles of a school site. The Proposed Project Modifications would occur in the same general area approximately 1.6 miles from the school site. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts associated with hazardous emissions within 0.25 miles of a school site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined that the original project site was not included on a list of hazardous material sites.

Addendum Finding No Impact: The Proposed Project Modifications would not occur on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Proposed Project Modifications would occur in the same general area and would not be included on a list of hazardous material sites. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Previously Approved MND Finding No Impact: The closest airport to the project site would be the Riverside Municipal Airport, which is located approximately 8.3 miles to the northeast. The project site is not within an Airport Influence Area.

Addendum Finding No Impact: The Proposed Project Modifications would not increase potential airport related hazards or excessive noise impacts. The Proposed Project Modifications would occur in the same general area and would not be within an Airport Influence Area. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the construction and operation of the original project would not impair the implementation of emergency response plans or evacuation plans.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase impacts associated with conflicts with adopted emergency plans. The Proposed Project Modifications would not increase the population in the City and the number of residents to be potentially evacuated in the event of an emergency. Additionally, the proposed circulation access would allow adequate emergency access. The construction activities for the Proposed Project Modifications would not involve any activities that would physically impair or interfere with emergency response plans for the project site. During construction, there could be the potential for temporary lane closures to allow for utility connections and traffic improvements. The temporary lane closures would be for a short period of time and would not interfere with emergency response plans. Additionally, the construction activities for the project would be coordinated with the City, which would identify if traffic controls are needed to maintain emergency response plans. With compliance with City traffic control requirements, potential construction impacts with emergency response plans would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact in regard to potential conflicts with emergency response plans or evacuation plans for the area.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire. According to Figure PS-11 of the City of Corona General Plan Safety Element, portions of the project site are adjacent to areas considered High Fire Hazard Area. The Monteolivo Project was initially graded with the approval of the City to provide fuel modification measures on the adjacent, offsite Sherborn Property. The City now requires that all fuel modification programs be conducted onsite. Therefore, the project plans were modified to square off Lots 17-21 to remove the common area behind these homes and incorporate a radiant heat wall behind Lots 16-29. Additionally, the CC&R's would include a prohibition of the installation of combustible materials in the 30-foot zone width adjacent to the heat wall within Lots 16-29. With implementation of the fuel modification measures, potential impacts exposing people to death or injury or structures to property loss would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

SUMMARY OF FINDINGS FOR HAZARDS AND HAZARDOUS MATERIALS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.10 Hydrology and Water Quality

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
4) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined the project, with implementation of Mitigation Measure BIO-10, would not conflict with the Regional Water Quality Control Board water quality standards.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The Proposed Project Modifications would not increase the amounts of impervious surfaces on the project site or increase rates of surface water runoff that were evaluated for the original project. The project

would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) to avoid degraded surface water runoff being conveyed into downstream water bodies. The Proposed Project Modifications would implement Best Management Practices to manage water quality. Additionally, the project has prepared a Water Quality Management Plan which would manage long-term surface water runoff by capturing and infiltrating stormwater runoff. The Proposed Project Modifications includes a bio-treatment basin that would capture and treat stormwater runoff and ensure that long-term operation of storm water impacts would be less than significant. With Implementation of Mitigation Measure BIO-10, short-term construction and long-term water quality impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of water quality impacts.

Mitigation Measures:

BIO-10: A Water Quality Management Plan and SWPPP shall be prepared and implement BMPs (Best Management Practices) that will prevent habitat degradation caused by runoff within the adjacent conservation area and pollutants from vehicles and paved surfaces are organic compounds, metals, and oil/grease; from pet waste are bacteria/virus pathogens; and from landscaping are sediment, nutrients, oxygen-demanding substances, and herbicides/pesticides.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not interfere with groundwater recharge and would have a less than significant impact on groundwater supplies.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The Proposed Project Modifications would not involve the extraction of groundwater or involve any activities that would interfere with groundwater recharge. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to groundwater supplies.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined with implementation of Mitigation Measure BIO-10, substantial erosion, or siltation onsite or offsite would not result in substantial erosion onsite or offsite.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase potential erosion and siltation impacts onsite or offsite. The Proposed Project Modifications would prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that would reduce potential erosion impacts.

With implementation of Mitigation Measure BIO-10, potential erosion and siltation impacts would be reduced to a less than significant level. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential erosion and siltation impacts.

Mitigation Measures: Mitigation Measure BIO-10 is required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not increase the risk for flooding.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to substantially increase the amounts of impervious surfaces and associated rate of surface water runoff that would have the potential to flood onsite or offsite properties. The Proposed Project Modifications would not increase the amounts of impervious surfaces on the project site or increase rates of surface water runoff that could result in onsite or offsite flooding impacts. Potential onsite and offsite flood impacts associated with increased surface water runoff would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential surface water runoff flooding impacts.

3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined with implementation of Mitigation Measure BIO-10, the project would not exceed the capacity of existing stormwater drainage systems and would not provide a substantial new source of polluted surface water runoff.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Proposed Project Modifications includes the construction of a bio-treatment basin that treats surface water runoff and ensures that the project would not exceed capacity of existing stormwater drainage systems or provide a substantial new source of polluted surface water runoff to downstream receiving water bodies. With implementation of Mitigation Measure BIO-10, potential storm water management and water quality impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would not result in the same level of potential surface water runoff and water quality impacts.

Mitigation Measures: Mitigation Measure BIO-10 is required.

4) Impede or redirect flood flows?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the project site is not within a flood hazard area and the project would have no impact on the redirection of flood flows.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to impede or redirect flood flows. The Proposed Project Modifications would occur in the same general area and would not be subject to flood hazards and would not involve the construction of any structures that redirected flood flows. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts in regard to redirecting flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Previously Approved MND Finding No Impact: The previously prepared IS/MND determined the original project was not located within a flood hazard area, tsunami run up area or seiche zone.

Addendum Finding No Impact: The Proposed Project Modifications would not result in or increase the potential for flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation. The Proposed Project Modifications would occur in the same general area and are not subject to flood hazards, tsunami run up area or seiche zones. Compared to the previously approved IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential flood hazard impacts.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Previously Approved MND Finding Less Than Significant Impact: The previously prepared IS/MND determined the original project would not conflict with the Santa Ana Region Water Quality Control Board. The California Sustainable Groundwater Management Act (SGMA) was passed in 2014. The previously adopted IS/MND was prepared before 2014 and did not evaluate consistency with SGMA.

Addendum Finding Less Than Significant Impact: As identified previously, implementation of the Proposed Project Modifications would not result in any conflicts with the Santa Ana Region Water Quality Control Basin Plan water quality standards. Additionally, the Proposed Project Modifications would not involve any activities that would reduce underground water supplies nor have an adverse effect on the sustainability of groundwater supplies. Potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential impacts.

SUMMARY OF FINDINGS FOR HYDROLOGY AND WATER QUALITY

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.

- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.11 Land Use and Planning

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Physically divide an established community?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not divide an established community and would have less than significant impacts.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to physically divide an established community. The Proposed Project Modifications would not create a barrier between existing neighborhoods or prevent access to existing neighborhoods that would result in adverse land use compatibility impacts. Additionally, the project would not redirect traffic through existing neighborhoods. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to established communities.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not conflict with land use planning programs or policies that are relevant to the project site.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Proposed Project Modifications do not involve any changes or activities that would conflict with the City of Corona General Plan or other relevant land use planning programs and policies. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to established communities.

SUMMARY OF FINDINGS FOR LAND USE AND PLANNING

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.12 Mineral Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the project site does not contain mineral resources and that implementation of the project would not result in the loss of mineral resources that would have value to the region.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The Proposed Project Modifications would occur in the same project area. Like the original project, implementation of the Proposed Project Modifications would not result in the loss of mineral resources that have value to the region. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to mineral resources of regional value.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the project site does not contain mineral resources and implementation of the project would not result in the loss of mineral resources that have local importance value.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The Proposed Project Modifications would occur in the same project area. Like the original project, implementation of the Proposed Project Modifications would not result in the loss of mineral resources that would have value of local importance. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to mineral resources of local importance.

SUMMARY OF FINDINGS FOR MINERAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.13 Noise

Would the project result in:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

Background

NOISE LEVELS

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighted scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of three dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report, as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

SOUND ATTENUATION

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in the level of noise as the distance from the source increases. The manner in which the noise level reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD) between source and receiver. Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and the receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

Additionally, noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about five dBA, while a solid wall or berm reduces noise levels by approximately seven dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings constructed to California Energy Code standards is generally 30 dBA or more (Harris, Miller, Miller and Hanson, 2006).

Existing Setting

The project is currently undeveloped and surrounded by residential uses to the west and south. I-15 is located approximately 0.20 miles from the site. Existing traffic noise levels from the existing residential uses are minimal. Additionally, because of intervening topography and structures between the project site and I-15, traffic noise along I-15 is not discernable.

Other sources of noise are offsite from the FST North Plant Aggregate Mining and Vulcan Materials surface mining operations. Both facilities use a combination of heavy equipment, drilling and blasting to fracture rock material. Generally, the material is loaded on trucks and transported to a processing area or by conveyor for rock crushing. The material is crushed, screened, and conveyed to stockpiles. The materials are further segregated into stockpiles, loaded onto highway trucks to transport to customers. Potential sources of noise affecting the project site would include blasting, operation of heavy construction equipment, rock crushing, and truck hauling of excavated materials. As shown in Figure 2.13-1, *Intervening Topographic Feature Photographs*, situated between Vulcan Materials surface mining operations and the Monteolivo Community is an existing topographic feature ranging

in elevation from 82 feet to a high of 97 feet in elevation. Between FST North Plant and Aggregate Mining and the Monteolivo community the existing topographic feature ranges from 236 feet and 350 feet. Topographic features absorb sound waves which reduce noise levels up to 10dB when separated by line of site and a continuous barrier.

Regulatory Framework

A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. The zero point on the dB scale is based on the lowest sound level that a healthy, unimpaired human ear can detect. Changes of three dB or fewer are only perceptible in laboratory environments. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness.

FEDERAL REGULATIONS-FEDERAL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

The most relevant federal agency to the Proposed Project Modifications would be the Occupational Safety and Health Administration (OSHA), which limits noise exposure of workers to 90 dB or less over eight hours or 105 dB or less over one hour.

STATE OFFICE OF NOISE CONTROL STANDARDS

The California Office of Noise Control has set long-term land use compatibility noise standards for different types of land uses and has encouraged local jurisdictions to adopt them. According to the State Land Use/Noise Compatibility Guideline, office and manufacturing land uses are compatible in locations with noise levels ranging from 65 dB to 85 dB.

LOCAL NOISE REGULATIONS

City of Corona Exterior Noise Ordinance

The City of Corona Noise Ordinance establishes noise level standards to help minimize the effect of noise on sensitive land uses. Sensitive land uses include single family residential, multiple family residential, churches, hospitals and similar health care institutions, convalescent homes, libraries, and school classroom areas. The Noise Ordinance identifies two separate types of noise sources: transportation and stationery.

Transportation Noise Sources

Transportation related noise sources include freeways, airports, and railroads. The noise metrics used for this noise type is the Community Noise Equivalent Level (CNEL) which is a 24-hour time weighted average noise level. The noise standard for sensitive land uses from transportation related noise sources is shown in Table 2.13-1, *Noise Standards*.

Table 2.13-1
Noise Standards

Land Use	Max Exterior Noise Level 7 AM to 10 PM	Max Exterior Noise Level 10 PM to 7 AM	Max Interior Noise Level 7 AM to 10 PM	Max Interior Noise Level 10 PM to 7 AM
Single-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA

Location No. 1: View from Sherborn Street in front of FST North Plant Aggregate Mining looking west towards the project site.

Location No. 2: View from Sherborn Street in front of FST North Plant Aggregate Mining looking southeast.

Location No. 3: View from Sherborn Street in front of Vulcan Materials looking west towards the project site.

Location No. 4: View from Sherborn Street in front of Vulcan Materials looking southeast towards the project site.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Intervening Topographic Feature Photographs

Stationary Noise Sources

The other type of noise standard is for stationary noise sources, such as construction noise. The noise metric used for stationary sources is defined as noise levels that cannot be exceeded for certain percentages of time.

Per Section 17.84.040(C)(2)(d) of the City of Corona Municipal Code, Exterior Noise, it is unlawful for any person, entity, or operation at any location within the incorporated area of the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property to exceed:

- The noise standard for a cumulative period of more than 30 minutes in any hour (equivalent to L50).
- The noise standard plus 5 dB for a cumulative period of more than 15 minutes in any hour (L25).
- The noise standard plus 10 dB for a cumulative period of more than five minutes in any hour (L8).
- The noise standard plus 15 dB for a cumulative period of more than one minute in any hour (L2).
- The noise standard plus 20 dB for any period of time (Lmax).

In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

Interior Noise

It shall be unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such a person which causes the noise level when measured within any other residential dwelling unit or sensitive land use to exceed:

1. The noise standard for a cumulative period of more than five minutes in any hour;
2. The noise standard plus 5 dB for a cumulative period of more than one minute in any hour; or
3. The noise standard plus 10 dB, or the maximum measured ambient, for any period of time.

City of Corona Exemptions to Noise Ordinance Standards

According to the Noise Ordinance, construction is prohibited between the hours of 8:00 PM to 7:00 AM Monday through Saturday and 6:00 PM to 10:00 AM on Sundays and federal holidays.

City of Corona Vibration Standard

It shall be unlawful for any person to create, maintain or cause 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. For the purposes of this section, the perception threshold shall be presumed to be more than 0.05 inches per second.

PROJECT IMPACTS

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not result in adverse construction noise impacts or long-term operational noise impacts that would exceed local noise standards.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not generate substantial temporary or a permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following analysis evaluates construction noise impacts, long-term operational noise impacts associated with implementation of the Proposed Project Modifications and offsite noise and vibration impacts.

CONSTRUCTION NOISE IMPACTS

The project site, including the residential lots and the area where the open space park area is proposed, has been previously rough graded. The rough grading activities would be the most intrusive source of construction noise impacts. The grading activities for the project were evaluated in the previously adopted IS/MND and were determined to be less than significant. Implementation of the Proposed Project Modifications would not create higher construction noise levels above the noise levels that were evaluated in the adopted IS/MND. Compared to the previously approved IS/MND, implementation of the Proposed Project Modifications would result in the same level of construction noise impacts.

TRAFFIC NOISE IMPACTS

Potential operation traffic noise impacts generated by the project were determined to be less than significant. The Proposed Project Modifications would not increase the amount of approved residential dwelling units. There would be no additional traffic trips generated by the project and no increase in mobile source impacts and because the project site would be gated and only accessible to residents there would be no increase in traffic noise impacts from offsite land uses. The primary access for the project site is a stop-controlled full access driveway at Laurel Canyon Way. The project would also provide a secondary access road through the southern portion of the Monteolivo site which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate which is not open to the public. There would be no cut through off site traffic that would increase mobile source noise impacts. The proposed project is forecast to generate a total of approximately 971 daily vehicle trips, including 73 vehicle trips during the morning peak hour and 97 vehicle trips during the evening peak hour. Traffic noise impacts were evaluated in the adopted IS/MND and determined to be less than significant. Noise levels from the volume of project traffic would not exceed transportation noise standards shown in table and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of long-term operational noise impacts.

OFFSITE NOISE IMPACTS

The project site is within the vicinity of two surface mining operations. Potential sources of noise affecting the project site would include blasting, operation of heavy construction equipment, and truck hauling of excavated materials. The Proposed Project Modifications include replacing a community recreation center with an open space park area. According to the City's Noise Ordinance, open space area would not be considered a sensitive land use. The recreation center and open space park area would be utilized by the public and would be considered a sensitive receptor. Onsite blasting construction has occurred on the project site and was evaluated in the adopted IS/MND and determined to be less than significant. The proposed project modifications would not require any additional blasting. The adopted IS/MND did not evaluate compatibility of eh project with nearby surface mining operations. The following analysis evaluates the noise and vibration impacts from surface mining operations on the Monteolivo community.

Blasting Activities

Blasting activities are typically performed consistent with a blasting plan that specifies the blasting location, material used, depth of the charges and related factors that would minimize impulse noise. By limiting the amount of charge in each hole, and detonating each charge successively with a time delay, the blasting contractor can limit the total energy released at any single time, which in turn reduces the airborne noise and energy associated with each individual detonated charge. The blasting of rocks would result in a temporary single event increase in noise levels, rather than a continuous noise source. A typical sound level for blasting, measured at 50 feet from the source, would be approximately 94 dBA. At each double of distance from the noise source, the noise level would be reduced by 6 dBA.

The project site would be subject to offsite noise sources from the FST North Plant Aggregate Mining and Vulcan Materials Surface Mining Operations. Both facilities use a combination of heavy equipment, drilling, and blasting to fracture rock material. The FST North Plant Aggregate Mining is 2,543 feet (.48 Mile) to the closest residential use and 3,496 feet (.66 Mile) to the proposed open space area. Vulcan Materials Surface Mining Operations is located 2,843 feet (.53 Mile) from the closest residential use and 3,379 feet (.63 Mile) from the proposed open space area. Table 2.13-2, *Estimated Blasting Noise Levels to Closest Residential Use*, and Table 2.13-3, *Estimated Blasting Noise Levels Open Space Area*, identifies the estimated noise levels from a single event blasting at the closest residential lot and the proposed open space area.

Table 2.13-2
Estimated Blasting Noise Levels to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Vulcan Materials Surface Mining Operations	Lot 29 - 2,843 feet	62 dB
FST North Plant Aggregate Mining	Lot 39 - 2,543 feet	62 dB

Table 2.13-3
Estimated Blasting Noise Levels Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Vulcan Materials Surface Mining Operations	3,379 feet	59 dB
FST North Plant Aggregate Mining	3,496 feet	59 dB

The blasting noise source would be overhead. There would be some noise absorption from the intervening topographic. Without consideration of the intervening slope, the estimated noise level at the open space area from a blasting event would be approximately 62 dB from both blasting operations.

The project site is currently vacant, and the existing ambient noise level would be much lower compared to what the ambient noise level would be after the site is developed with residential uses. Assuming that the ambient noise level would meet the City's daytime outdoor noise standard of 55dB, when the blasting operations would be occurring the noise level would be 7dB over the noise standard and would be noticeable but not intrusive. Estimated noise levels at the open space area would be 4dB over the ambient and would barely be discernable. The blasting impact would be considered a single noise event and would be over in seconds. Per Section 17.84.040(C)(2)(d) of the City of Corona Municipal Code, stationary noise impact cannot exceed the noise standard plus 20 dB for any period of time (Lmax). The existing blasting effects would be well below the threshold and would have less than significant noise impact.

Portable Rock Crusher

A portable crushing/processing facility is typically used onsite to crush and re-use existing rock material. Crushing operations would begin with a front-end loader picking up material and dumping the material into a primary crusher. The material would then be crushed, screened, and stacked in product piles. Electric power would most likely be provided by a diesel engine generator. Based on noise measurements that have been conducted for portable crushing operations (Ldn Consulting 2011), the crushing activity would generate a 3-hour average noise level of approximately 80 dBA at a distance of 100 feet from the combination of a jaw crusher and cone crusher. The rock crusher would be considered a continuous event. Table 2.13-4, *Estimated Rock Crushing Noise Levels to Closest Residential Use*, and Table 2.13-5, *Estimated Rock Crushing Noise Levels Open Space Area*, identifies the estimated noise levels to the closest residential use and proposed open space from rock crushing activities.

Table 2.13-4
Estimated Rock Crushing Noise Levels to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Vulcan Materials Surface Mining Operations	Lot 29 - 2,843 feet	53 dB
FST North Plant Aggregate Mining	Lot 39 - 2,543 feet	53 dB

Table 2.13-5
Estimated Rock Crushing Noise Levels Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Vulcan Materials Surface Mining Operations	3,379 feet	50 dB
FST North Plant Aggregate Mining	3,496 feet	50 dB

The estimated noise level at the closest residential use would be 53 dB and 50 dB at the open space area which would be below the City's exterior noise standard of 55 dBA. With consideration of the topographic feature between the project site the estimated noise level would be approximately 43 dBA at the closest residential use and 40 dB at the open space area.

Heavy Construction Equipment Noise

Surface mining operations would involve the use of heavy construction equipment. The highest noise generating piece of construction equipment operating would be a bulldozer measured at 82 dB at 50 feet. Table 2.13-6, *Estimated Noise Levels of Heavy Construction Equipment to Closest Residential Use*, and Table 2.13-7, *Estimated Noise Levels of Heavy Construction Equipment Open Space Area*, identifies the estimated noise levels to the closest residential use and proposed open space from operation of heavy construction equipment activities. The estimated noise level at the closest residential use would be 49 dB and 46 dB at the open space area which would be below the City's exterior noise standard of 55 dBA. With consideration of the topographic feature between the project site the estimated noise level would be approximately 39 dBA at the closest residential use and 36 dB at the open space area.

Table 2.13-6
Estimated Noise Levels of Heavy Construction Equipment to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Vulcan Materials Surface Mining Operations	Lot 29 - 2,843 feet	49 dB
FST North Plant Aggregate Mining	Lot 39 - 2,543 feet	49 dB

Table 2.13-7
Estimated Noise Levels of Heavy Construction Equipment Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Vulcan Materials Surface Mining Operations	3,379 feet	46 dB
FST North Plant Aggregate Mining	3,496 feet	46 dB

Truck Hauling Noise

Materials removed from sand mining operations would be loaded onto large highway trucks to transport to customers. Truck hauling access for Vulcan Materials would occur along Sherborn Street. Table 2.13-8, *Estimated Truck Hauling Noise Levels to Closest Residential Use*, and Table 2.13-9,

Estimated Truck Hauling Noise Levels Open Space Area, identifies the estimated noise levels to the closest residential use and proposed open space from truck hauling noise. The estimated noise level at the closest residential use would be 59 dB and 53 dB at the open space area. With consideration of the topographic feature between the project site the estimated noise level would be approximately 49 dBA at the closest residential use and 53 dB at the open space area. Both are well below the City's daytime noise standard.

Table 2.13-8
Estimated Truck Hauling Noise Levels to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Sherborn Street	1,500 feet	59 dB

Table 2.13-9
Estimated Truck Hauling Noise Levels Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Sherborn Street	3,000 feet	53 dB

Offsite Noise Source Summary

The most noticeable noises activity from the surface mining operations would be from blasting activities. The noise levels would be within the allowable range of noise levels. The noise level would be discernable but would be infrequent and occur for only a second and would not be intrusive to the livelihood of residents. The noise generated from rock crushing, heavy construction equipment and truck hauling activities would be of sufficient distance of the residential and the proposed open space area and with the intervening topography, would result in noise levels that would not exceed the City's exterior noise standard. Implementation of the Proposed Project Modifications would not expose sensitive receptors to increased offsite noise impacts that would result in significant noise impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of offsite noise impacts.

b) Generation of excessive groundborne vibration or groundborne noise levels?

BACKGROUND

Vibration impacts would mostly occur from the operation of equipment. Common sources of vibration impact from construction activities include blasting, pile-driving and the operation of heavy earth-moving equipment. Sensitive receptors for vibration include structures, especially older masonry structures, people and vibration sensitive equipment.

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV). Presently, there is not a local threshold that quantifies the level at which excessive groundborne vibration occurs. Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. This manual provides practical guidance to Caltrans engineers, planners, and

consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. This manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for vibration, which found that the human response becomes distinctly perceptible at the 0.25 inch per second PPV. The manual identifies that potential damage could occur at the 1.0 inch per second PPV threshold to residential structures and the 2.0 inch per second PPV threshold for potential damage to industrial and commercial structures.

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not result in adverse vibration impacts.

Addendum Finding Less Than Significant Impact: Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site.

CONSTRUCTION VIBRATION IMPACTS

The project site including the open space park area is proposed has been previously rough graded. The rough grading activities would be the most intrusive source of construction vibration impacts. The grading activities for the project were evaluated in the previously adopted IS/MND and were determined to be less than significant. Implementation of the Proposed Project Modifications would not create higher construction vibration impacts above levels that were evaluated in the previously adopted IS/MND. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of construction vibration impacts.

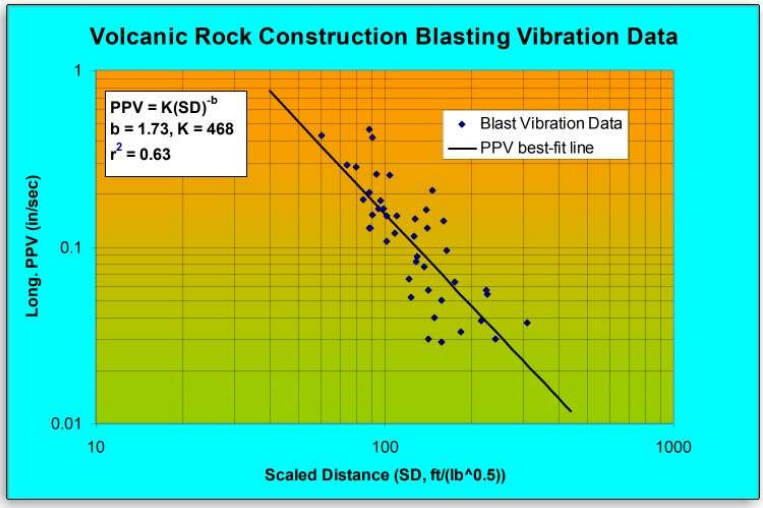
OPERATIONAL VIBRATION IMPACTS

Long-term operational vibration impacts associated with the project were determined to be less than significant. The Proposed Project Modifications would not include any activities that would increase operational vibration impacts above those evaluated in the previously adopted IS/MND. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of long-term operational vibration impacts.

OFFSITE VIBRATION IMPACTS

Surface mining operations occurring in the vicinity could be a potential source for vibration impacts. The activity that would have the greatest potential for significant vibration impacts would be from blasting. The magnitude of the vibration varies depending on the type and characteristics of the explosive, amount of charge, the method of explosion, the size of the free surface, the distance between the explosives and the measuring point, the geological condition, and other factors. Graph 2.13-1, *Volcanic Rock Construction Blasting Vibration Data*, provides a sampling of volcanic rock blasting activities at different distances and the associated vibration level. As shown in Graph 2.13-1, the 1.0 inch per second PPV threshold for damage to residential structures would occur at distance below 1,000 feet. The FST North Plant Aggregate Mining is 2,543 feet (0.48 miles) to the closest residential use and 3,496 feet (0.66 miles) to the proposed open space area. Vulcan Materials Surface Mining Operations is located 2,843 feet (0.53 miles) from the closest residential use and 3,379 feet (0.63 miles) from the proposed open space area.

Graph 2.13-1
Volcanic Rock Construction Blasting Vibration Data



Source: Vibrationdamage.com; accessed on January 15, 2021.

According to the City of Corona Noise Ordinance, it shall be unlawful for any person to create, maintain or cause 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. For the purposes of this section, the perception threshold shall be presumed to be more than 0.05 inches per second.

To exceed City of Corona Vibration standard of 0.05 PPV, the closest sensitive receptor would need to be as close as 900 feet to the blasting noise. The nearest residential uses are 2,543 feet away from the closest surface mining operation, therefore potential vibration impacts on residential uses would be less than significant; refer to Table 2.13-10, *Estimated Vibration Levels of Heavy Construction Equipment to Closest Residential Use*. Additionally, the proposed open space area is located approximately 3,379 feet from the closest surface mining operation, therefore potential vibration impacts would be less than significant; refer to Table 2.13-11, *Estimated Vibration Levels of Heavy Construction Equipment Open Space Area*. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of vibration impacts.

Table 2.13-10
Estimated Vibration Levels of Heavy Construction Equipment to Closest Residential Use

Vibration Source	Distance to Closest Residential Lot	Estimated Vibration Level
Vulcan Materials Surface Mining Operations	Lot 29- 2,843 feet	Less than 0.05 PPV
FST North Plant Aggregate Mining	Lot 39- 2,543 feet	Less than 0.05 PPV

Table 2.13-11
Estimated Vibration Levels of Heavy Construction Equipment Open Space Area

Vibration Source	Distance to Proposed Open Space Area	Estimated Vibration Level
Vulcan Materials Surface Mining Operations	3,379 feet	Less than 0.05 PPV
FST North Plant Aggregate Mining	3,496 feet	Less than 0.05 PPV

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Previously Approved MND Finding Less Than Significant Impact: The previously adopted IS/MND determined the original project would not be subject to excessive aircraft noise impacts.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would occur in the same general area and are not subject to excessive aircraft noise impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of aircraft noise impacts.

SUMMARY OF FINDINGS FOR NOISE

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.14 Population and Housing

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would have a less than significant impact regarding unplanned population growth.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to induce a substantial unplanned population growth in an area, either directly or indirectly. The Proposed Project Modifications would not increase the number of proposed residential units on the project site. The Proposed Project Modifications would not facilitate additional growth within the project area beyond what is planned for in the City's General Plan. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of unplanned population growth impacts.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not displace existing residential use that would require the construction of replacement housing.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere. The Proposed Project Modifications would provide private gated circulation through the project and would replace the previously proposed recreation center with an open space park area. The Proposed Project Modifications would not displace existing people or housing that requires the construction of replacement housing. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to existing people and housing and the need for replacement housing.

SUMMARY OF FINDINGS FOR POPULATION AND HOUSING

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.15 Public Services

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	☐	☐	☒	☐
2) Police protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☒	☐
4) Parks?	☐	☐	☒	☐
5) Other public facilities?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on fire protection.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for fire protection service beyond the level of demand generated from the project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to fire protection.

2) Police protection?

Previous MND Finding No Impact: The previously approved IS/MND determined the project would have no impact on police protection.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase demand for police protection beyond the level of demand generated from the

project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to police protection.

3) Schools?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on schools.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for schools beyond the level of demand generated from the original project. Compared to the adopted IS/MND original project, the Proposed Project Modifications would result in the same level of impacts to schools.

4) Parks?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on parks.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for parks beyond the level of demand generated from the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to parks.

5) Other public facilities?

Previously Approved MND Finding: The previously approved IS/MND determined the original project would have no impact on other public facilities.

Addendum Finding: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for other public facilities beyond the level of demand generated from the original project. Compared to the adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to other public facilities.

SUMMARY OF FINDINGS FOR PUBLIC SERVICES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.16 Recreation

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Previously Approved MND Finding: The previously approved IS/MND did not evaluate potential impacts to recreation facilities.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for recreation facilities. The Proposed Project Modifications would replace the proposed recreation center with an equivalent amount of open space for passive and active recreation. Therefore, there would not be any onsite loss of recreation facilities. Implementation of the Proposed Project Modifications would not increase the demand for new recreation facilities nor increase the use of existing recreation facilities.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Previously Approved MND Finding: The previously approved IS/MND did not evaluate potential impacts to recreation facilities.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would replace the proposed recreation center with an equivalent amount of open space for passive and active recreation and would not have an adverse impact on the environment.

SUMMARY OF FINDINGS FOR RECREATION

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.

- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.17 Transportation

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

The following analysis is based on the Traffic Analysis Report that was conducted by Ganddini Group, Inc., on June 13, 2023. The analysis is presented in Appendix C, *Traffic Analysis Report*.

Setting

The project site is located east of Interstate 15 (I-15) between Laurel Canyon Way and State Street in the City of Corona. The northern portion of the project site, which is located within the City of Corona, is proposed to be developed with 103 dwelling units of single-family detached housing. The southern portion of the project site, which is located within the County of Riverside, is not being processed at this time. For the purpose of this traffic analysis, the southern portion would be considered as a future phase of the overall site in the cumulative traffic conditions that could be potentially developed with 38 dwelling units of single-family detached housing.

STUDY AREA INTERSECTIONS

Based on the study intersections identified in the approved scoping agreement, the study area consists of the following study intersections within the County of Riverside, Caltrans and City of Corona jurisdictions; refer to Figure 2.17-1, *Project Study Intersection Locations*, and Table 2.17-1, *Study Area Intersections*.

Table 2.17-1
Study Area Intersections

	Study Intersections	Jurisdiction
1.	Rimpau Avenue (NS) at Magnolia Avenue (EW)	City of Corona
2.	Rimpau Avenue (NS) at California Avenue (EW)	City of Corona
3.	Rimpau Avenue (NS) at Olympic Drive (EW)	City of Corona
4.	Rimpau Avenue (NS) at Old Temescal Road (EW)	City of Corona
5.	California Avenue (NS) at Old Temescal Road (EW)	City of Corona
6.	Compton Avenue (NS) at Old Temescal Road (EW)	City of Corona

Study Intersections		Jurisdiction
7.	Laurel Canyon Way (NS) at Project Driveway (EW)	City of Corona
8.	State Street (NS) at Bel Air Street/Project Driveway (EW)	County of Riverside
9.	State Street (NS) at Ontario Avenue (EW)	County of Riverside
10.	I-15 Southbound Ramps (NS) at Ontario Avenue (EW)	Caltrans
11.	I-15 Northbound Ramps (NS) at Ontario Avenue (EW)	Caltrans
12.	California Avenue (NS) at Ontario Avenue (EW)	City of Corona
13.	El Sobrante Road (NS) at Magnolia Avenue (EW)	City of Corona
14.	I-15 Southbound Ramps (NS) at Magnolia Avenue (EW)	Caltrans
15.	I-15 Northbound Ramps (NS) at Magnolia Avenue (EW)	Caltrans
16.	Compton Avenue at Ontario Avenue	City of Corona
Notes: (NS) = north-south roadway; (EW) = east-west roadway Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.		

STUDY AREA ROADWAY LINKS

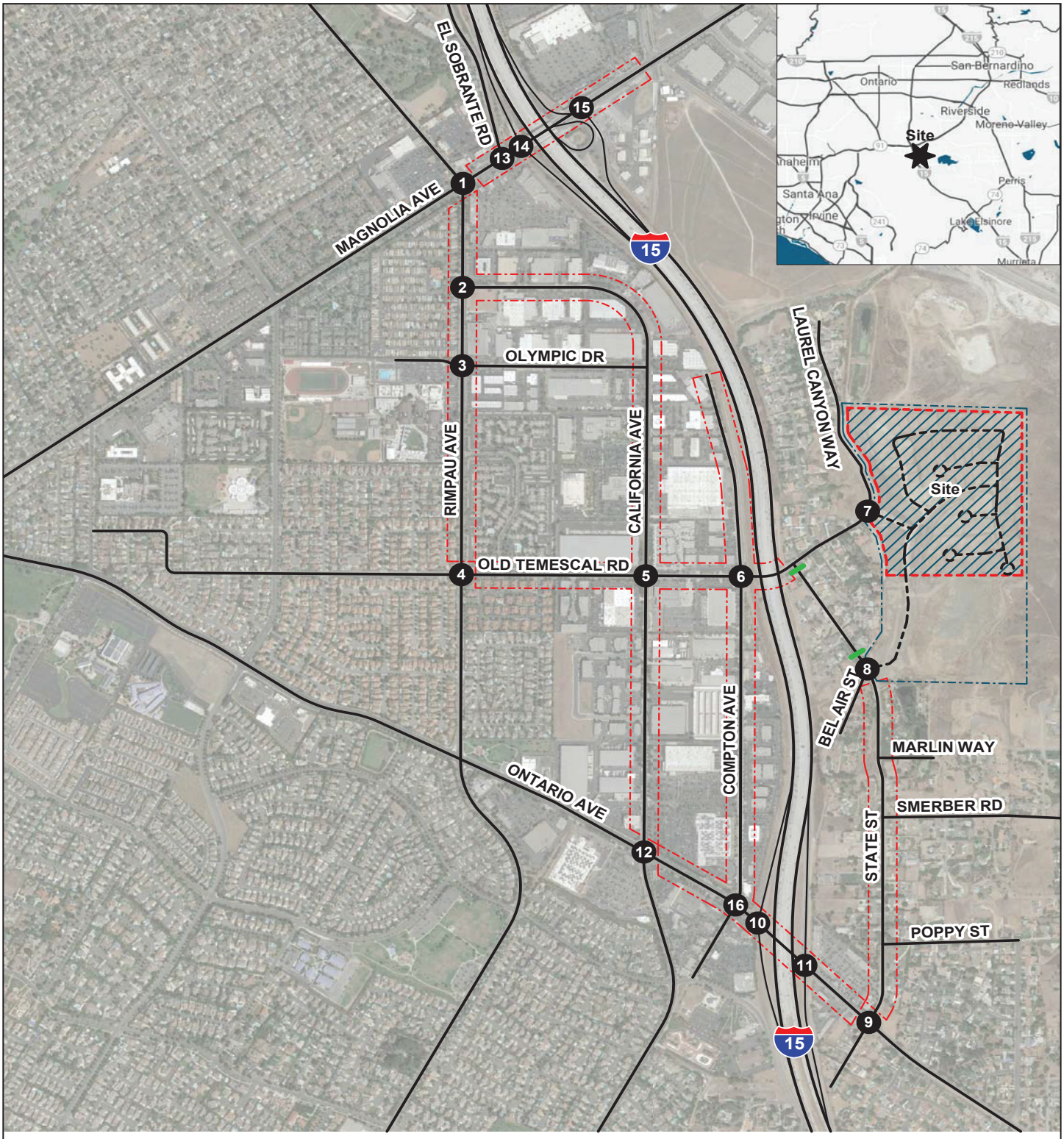
Based on the study intersections identified in the approved scoping agreement, the study area consists of the following study roadway links:

- Compton Avenue, north of Old Temescal Road
- Compton Avenue, Old Temescal Road to Ontario Avenue
- State Street, Bel Air Street to Ontario Avenue
- Old Temescal Road, Rimpau Avenue to California Avenue
- Old Temescal Road, California Avenue to Compton Avenue
- Old Temescal Road, Compton Avenue to Bel Air Street
- Ontario Avenue, California Avenue to Compton Avenue
- Ontario Avenue, I-15 Northbound Ramps to State Street
- Rimpau Avenue, Magnolia Avenue to California Avenue
- Rimpau Avenue, California Avenue to Olympic Drive
- Rimpau Avenue, Olympic Drive to Old Temescal Road
- Magnolia Avenue, Rimpau Avenue to El Sobrante Road

Regional access to the project site is provided by I-15 located just south of the project site. Key roadways providing local circulation include Rimpau Avenue, California Avenue, Compton Avenue, Old Temescal Road, Laurel Canyon Way, Ontario Avenue and State Street. Figure 2.17-2, *Existing Lane Geometry and Intersection Traffic Controls*, identifies the lane geometry and intersection traffic controls for Existing conditions based on a field survey of the study area.

EXISTING ROADWAY VOLUMES

The Existing 2022 average daily traffic volumes within the study area are shown in Figure 2.17-3, *Existing Average Daily Traffic Volumes*. As part of the analysis, some 2017 traffic volumes provided by the City of Corona have been factored up to Year 2022 conditions with an annual growth rate of 2% over 5 years or a total growth factor of 10%. For locations where 24-hour roadway link traffic counts were not available, the Existing average daily traffic volumes have been factored from peak hour intersection turning movement volumes. The peak hour to daily volume factor was derived based on a comparison of the existing evening peak hour intersection turning movement volumes with sample 24-hour roadway segment volume counts collected in the study area. This is a conservative estimate and may overestimate the average daily traffic volumes.



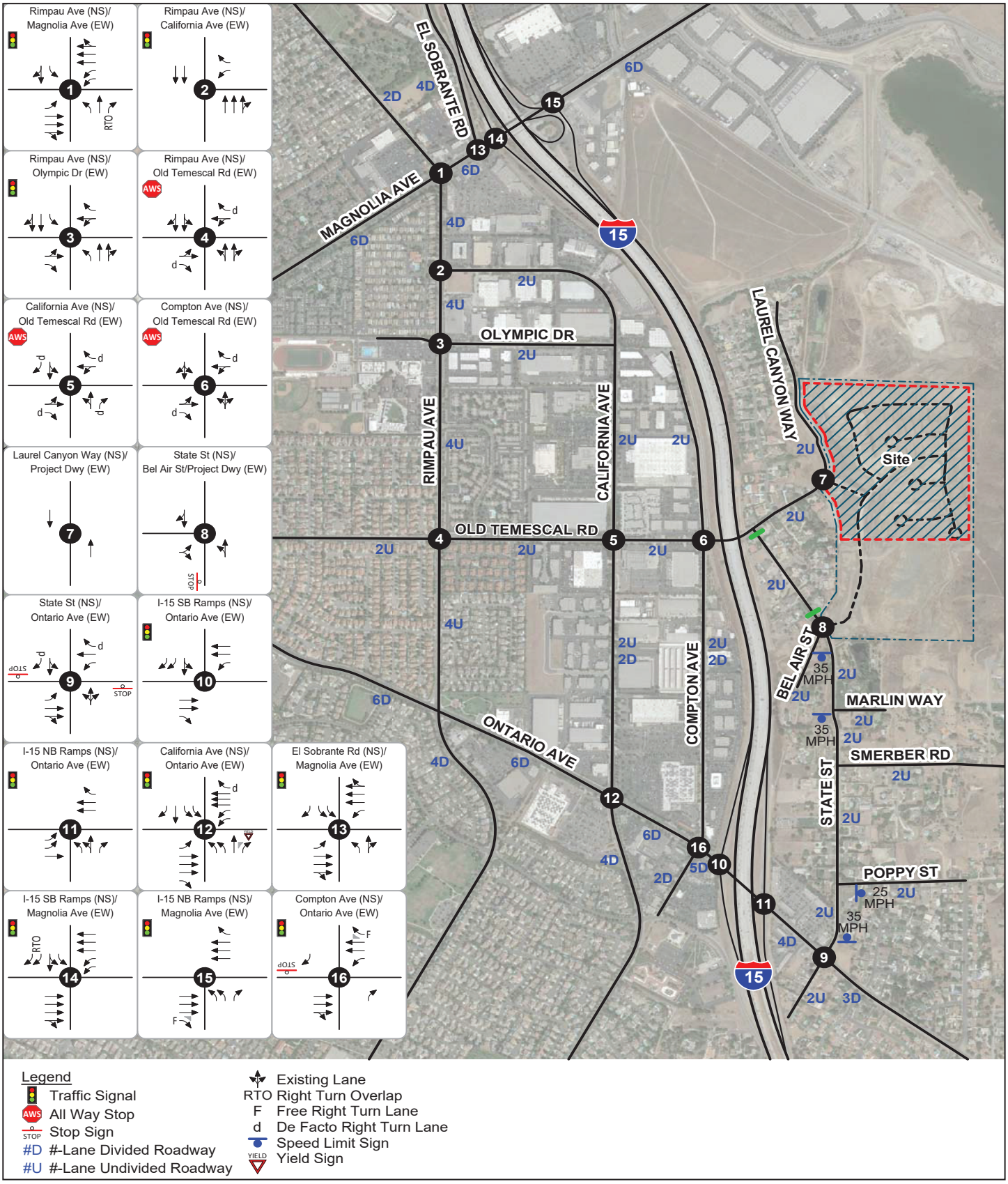
Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Project Study Intersection Locations

VCS Environmental

Figure 2.17-1



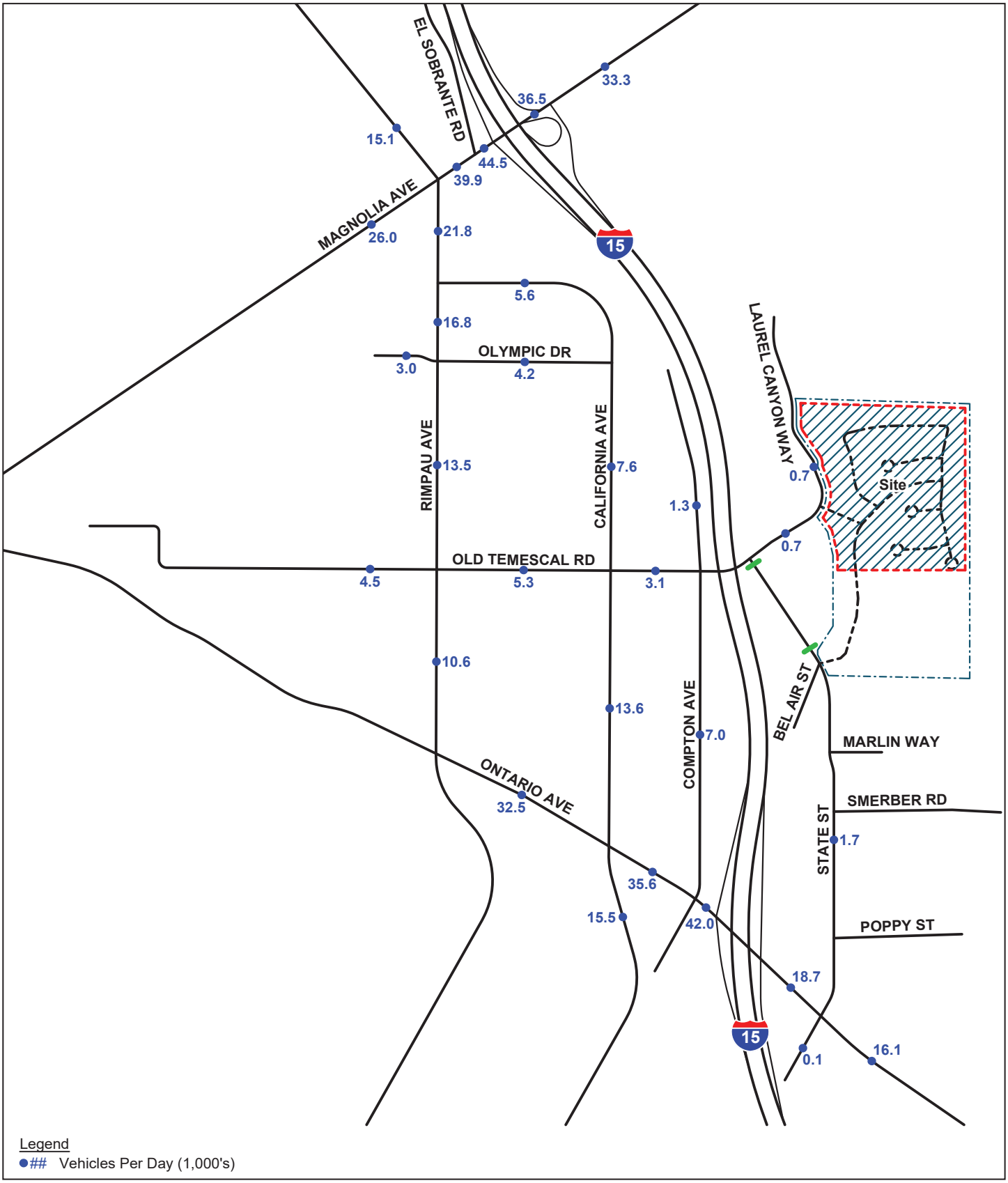
Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Existing Lane Geometry and Intersection Traffic Controls

VCS Environmental

Figure 2.17-2



Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
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Existing Average Daily Traffic Volumes

VCS Environmental

Figure 2.17-3

Existing peak hour traffic conditions are based upon morning peak period and evening peak period intersection turning movement counts that were obtained in November 2022 and April 2023 during typical weekday conditions. The weekday morning peak period was counted between 7:00 AM and 9:00 AM and the weekday evening 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 evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Figure 2.17-4, *Existing AM Peak Hour Intersection Turning Movement Volumes*, and Figure 2.17-5, *Existing PM Peak Hour Intersection Turning Movement Volumes*, show the Existing morning peak hour and evening peak hour intersection turning movement volumes.

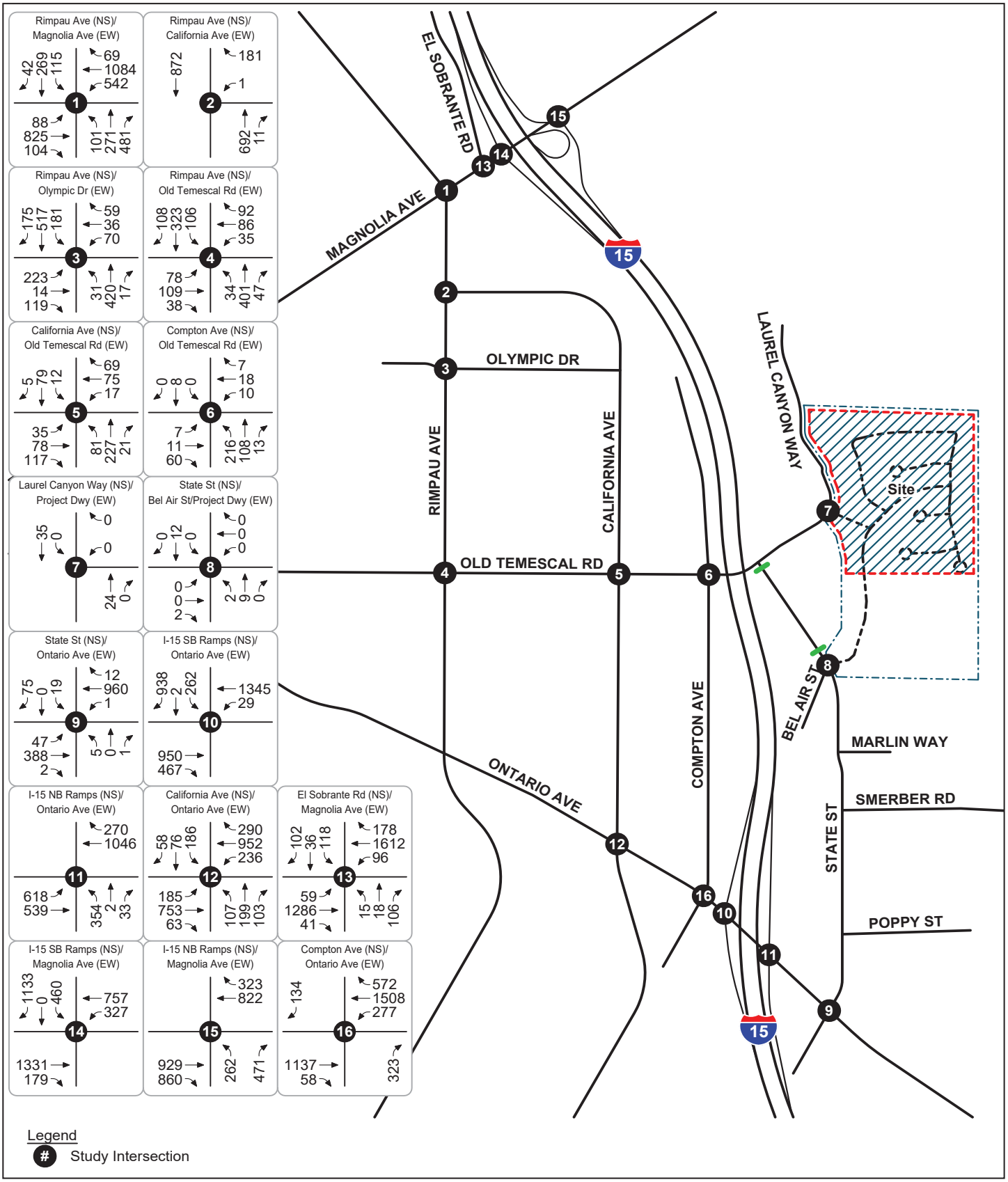
EXISTING LEVEL OF SERVICE

The intersection Levels of Service for Existing conditions have been calculated and are shown in Table 2.17-2, *Existing Intersection Level of Service*. As shown in Table 2.17-2, the study intersections currently operate within acceptable Levels of Service (LOS) during the peak hours for Existing conditions, except for State Street/Ontario Avenue – #9 that is projected to operate at deficient Levels of Service (E or F). Additionally, a traffic signal appears to currently be warranted at State Street/Ontario Avenue – #9 intersection based upon the California Manual on Uniform Traffic Control Devices (2014), peak hour volume warrant (Warrant 3), for Existing conditions.

Table 2.17-2
Existing Intersection Level of Service

Intersection		AM Peak Hour LOS	PM Peak Hour LOS
1.	Rimpau Avenue at Magnolia Avenue	C	C
2.	Rimpau Avenue at California Avenue	A	B
3.	Rimpau Avenue at Olympic Drive	B	B
4.	Rimpau Avenue at Old Temescal Road	C	B
5.	California Avenue at Old Temescal Road	B	B
6.	Compton Avenue at Old Temescal Road	A	A
8.	State Street at Bel Air Street/Project Driveway	A	A
9.	State Street at Ontario Avenue	D	E
10.	I-15 SB Ramps at Ontario Avenue	C	B
11.	1-15 NB Ramps at Ontario Avenue	B	B
12.	California Avenue at Ontario Avenue	C	C
13.	El Sobrante Rd at Magnolia Avenue	D	D
14.	I-15 SB Ramps at Magnolia Avenue	C	D
15.	I-15 NB Ramps at Magnolia Avenue	B	B
16.	Compton Avenue at Ontario Avenue	C	B

Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.



Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
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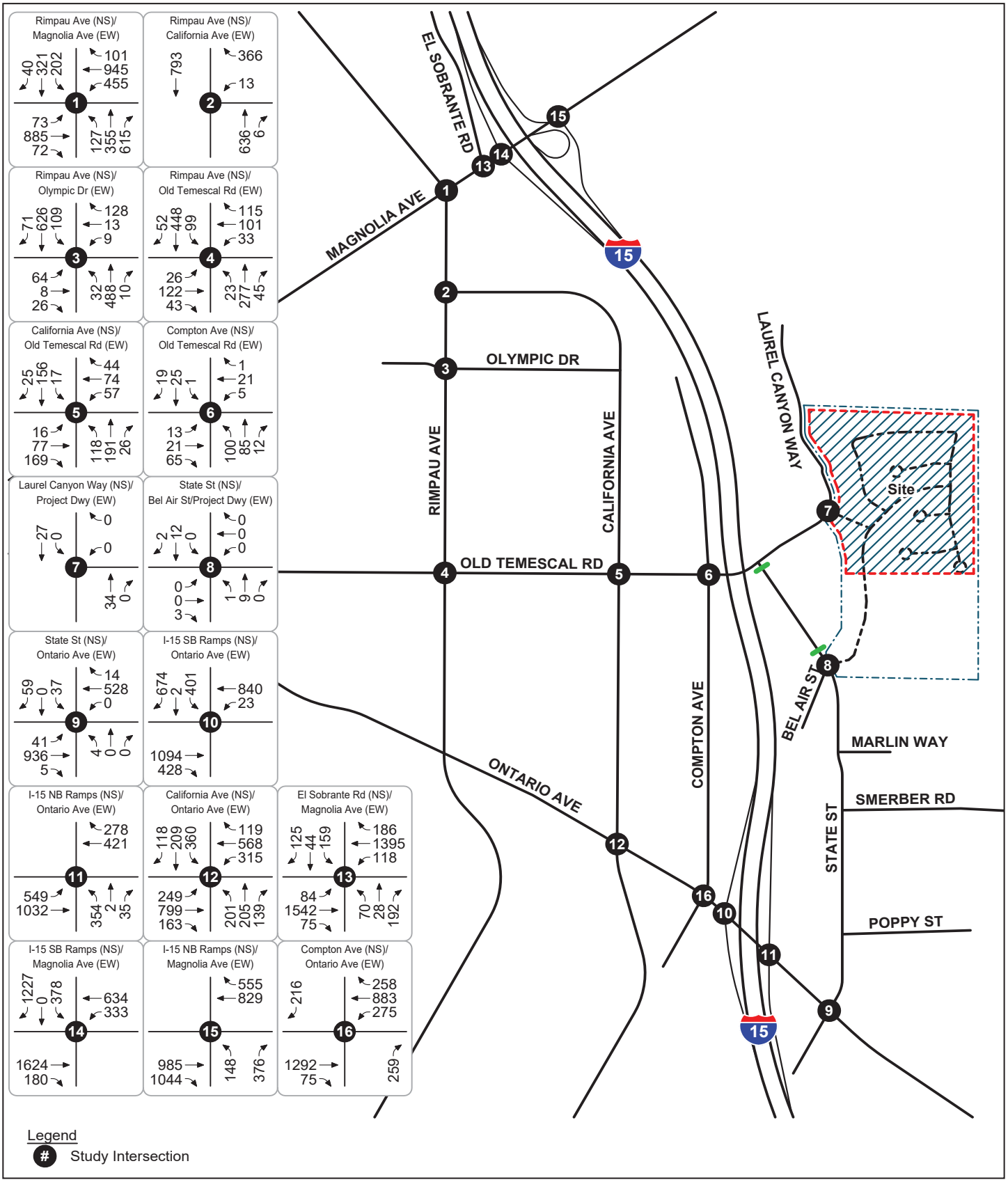
Existing AM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-4



Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Existing PM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-5

METHODOLOGY AND PERFORMANCE STANDARDS

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

Intersection Delay Analysis Methodology

The technique used to assess the performance of intersections within the traffic analysis is known as the intersection delay methodology based on the procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 6th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding LOS. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to LOS based on the following thresholds shown in Table 2.17-3, *Level of Service*.

Table 2.17-3
Level of Service

Level of Service	Intersection Control Delay (Seconds/Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0
Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.		

LOS is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure); refer to Figure 2.17-6, *Traffic Levels of Service*. At intersections with traffic signals or all way stop control, the LOS is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), the LOS is determined by the average control delay for the worst individual movement (or movements sharing a single lane).

Roadway Link Capacity Analysis

The road link capacity analysis is assessed based on the theoretical 24-hour average daily traffic (ADT) capacity for roadways in terms of volume over capacity ratios. The roadway link daily traffic capacity is shown as the maximum allowed under "Estimated 24 Hour Traffic (ADT)" in the "City of Corona Street Design Table" for a particular street classification. In accordance with the City's General Plan, Riverside County roadways located with the City's Sphere of Influence shall be maintained at LOS "C" or better per the "Riverside County Level of Service Criteria".

Level of Service (LOS)		Description
A		LOS A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B		LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C		LOS C describes stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D		LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E		LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F		LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed.

Source: Stantec Consulting Services Inc.

Performance Standards

City of Corona. The City of Corona has established LOS D as the minimum acceptable LOS.

County of Riverside. The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. The County General Plan states that peak hour intersection operations of LOS C or better are generally acceptable along all County maintained roads and conventional state highways. As an exception, LOS D may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways, convention state highways, or freeway ramp intersections.

California Department of Transportation (Caltrans). As stated in the Guide for the Preparation of Traffic Impact Studies (State of California, 2002), the "California Department of Transportation endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities". Caltrans acknowledges this may not always be feasible and recommends consultation with Caltrans to determine the appropriate target LOS. For consistency with local requirements, this analysis defines LOS D as the minimum acceptable LOS for State Highway facilities.

PROJECT IMPACTS

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined that all study area intersections and roadway segments would operate at acceptable levels of service except for the intersection of Compton Avenue at Old Temescal Road and Rimpau Avenue at Old Temescal Road. Mitigation Measures T-4 and T-5 were recommended which required improvements to both intersections. With the incorporation of Mitigation Measures T-4 and T-5, the previously adopted IS/MND determined potential traffic impacts would be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The proposed Project Modifications would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

VEHICULAR CIRCULATION SYSTEM

The identification of deficient operations is a requirement of the California Environmental Quality Act. The County General Plan and Circulation Element have been adopted in accordance with the California Environmental Quality Act requirements, and any roadway improvements within the County of Riverside that are consistent with these documents are not considered deficient, so long as the project contributes its "fair share" funding for improvements. A traffic deficiency is considered significant if the project both: (i) contributes measurable traffic to and (ii) substantially and adversely changes the LOS at any offsite location projected to experience deficient operations (LOS E or F) under foreseeable cumulative conditions, where feasible improvements consistent with the County General Plan cannot be constructed.

The following scenarios are analyzed during typical weekday morning and evening peak hour conditions:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2025) With Project Conditions

Proposed Project Circulation System

The northern portion of the project site, which is located within the City of Corona, is proposed to be developed with 103 dwelling units of single-family detached housing. The southern portion of the project site, which is located within the County of Riverside, is being processed separately from this portion. For the purpose of this analysis, the southern portion would be considered as a future phase of the overall site in the cumulative traffic conditions that could be potentially developed with 38 dwelling units of single-family detached housing.

The primary access for the project site is a stop-controlled full access driveway at Laurel Canyon Way with a private gate. The project would also provide a secondary access road through the southern portion of the Monteolivo site which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate which is not open to the public.

Project Trip Generation

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. Table 2.17-4, *Trip Generation*, shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantities.

Table 2.17-4
Trip Generation

Land Use	DU	AM Peak			PM Peak			Weekday Daily
		In	Out	Total	In	Out	Total	
Phase 1 (Northern Portion) Single-Family Detached Housing	103	19	54	73	61	36	97	971
Phase 2 (Southern Portion) Single-Family Detached Housing	38	7	20	27	22	13	35	358

Note: DU-Dwelling Units
Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.

As shown in Table 2.17-4, the proposed project is forecast to generate a total of approximately 971 daily vehicle trips, including 73 vehicle trips during the morning peak hour and 97 vehicle trips during the evening peak hour.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The forecast directional outbound and inbound distribution patterns for the project generated trips is shown in Figure 2.17-7, *Project Trip Generation*. The project trip distribution patterns are based on the review of existing volume data, surrounding land uses, designated truck routes, and the local and

regional roadway facilities in the project vicinity. Based on the identified project trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 2.17-8, *Project Average Daily Traffic Volumes*. Project morning and evening peak hour intersection turning movement volumes expected from the project are depicted on Figure 2.17-9, *Project AM Peak Hour Intersection Turning Movement Volumes*, and Figure 2.17-10, *Project PM Peak Hour Intersection Turning Movement Volumes*.

PROJECT DESIGN FEATURES

This analysis assumes the following improvements would be constructed by the project to provide project site access:

PDF-T-1: At the project driveway at Laurel Canyon Way (Intersection No. 7)

- Install a westbound stop sign with a private gate.
- Provide a westbound shared left-right lane.

PDF-T-2: At the project driveway at State Street (Intersection No. 8 – Opposite Bel Air Street)

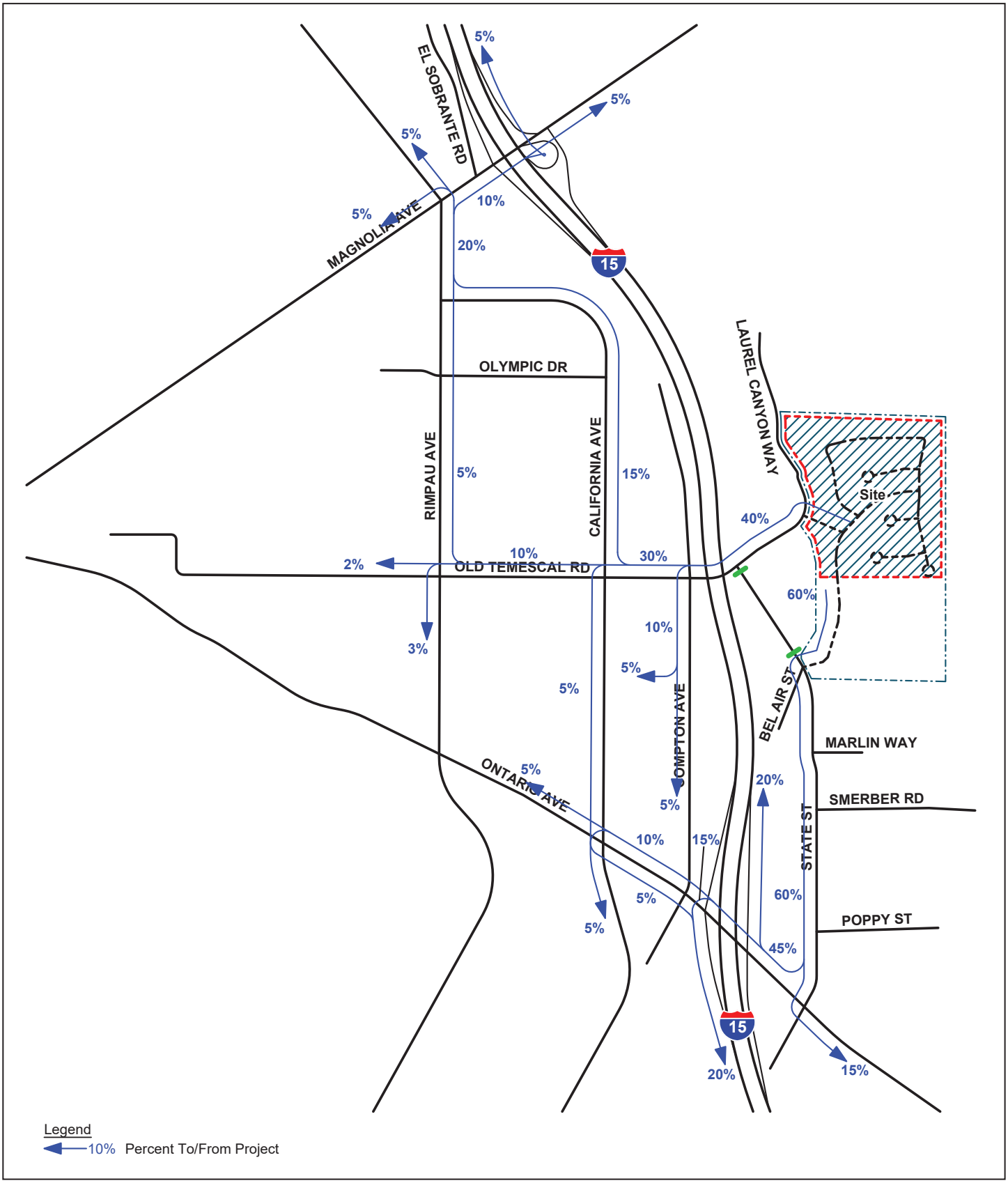
- Install a westbound stop sign with private gate.
- Provide a westbound shared left-right lane.

The primary access for the Monteolivo community would be a stop-controlled full access driveway at Laurel Canyon Way with a private gate. The project would also provide a secondary access road through the southern portion of the Monteolivo community which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate and would not be open to the public.

FUTURE CUMULATIVE TRAFFIC TRIPS

Ambient Growth Rate

To account for ambient growth on roadways, existing 2022 roadway volumes were increased by a growth rate of two percent (2%) per year over three years for Opening Year (2025) conditions. This equates to a total growth factor of approximately six percent (6%). The ambient growth rate was conservatively applied to all movements at the study intersections.



Source: Ganddini Group, Inc.; June 13, 2023.

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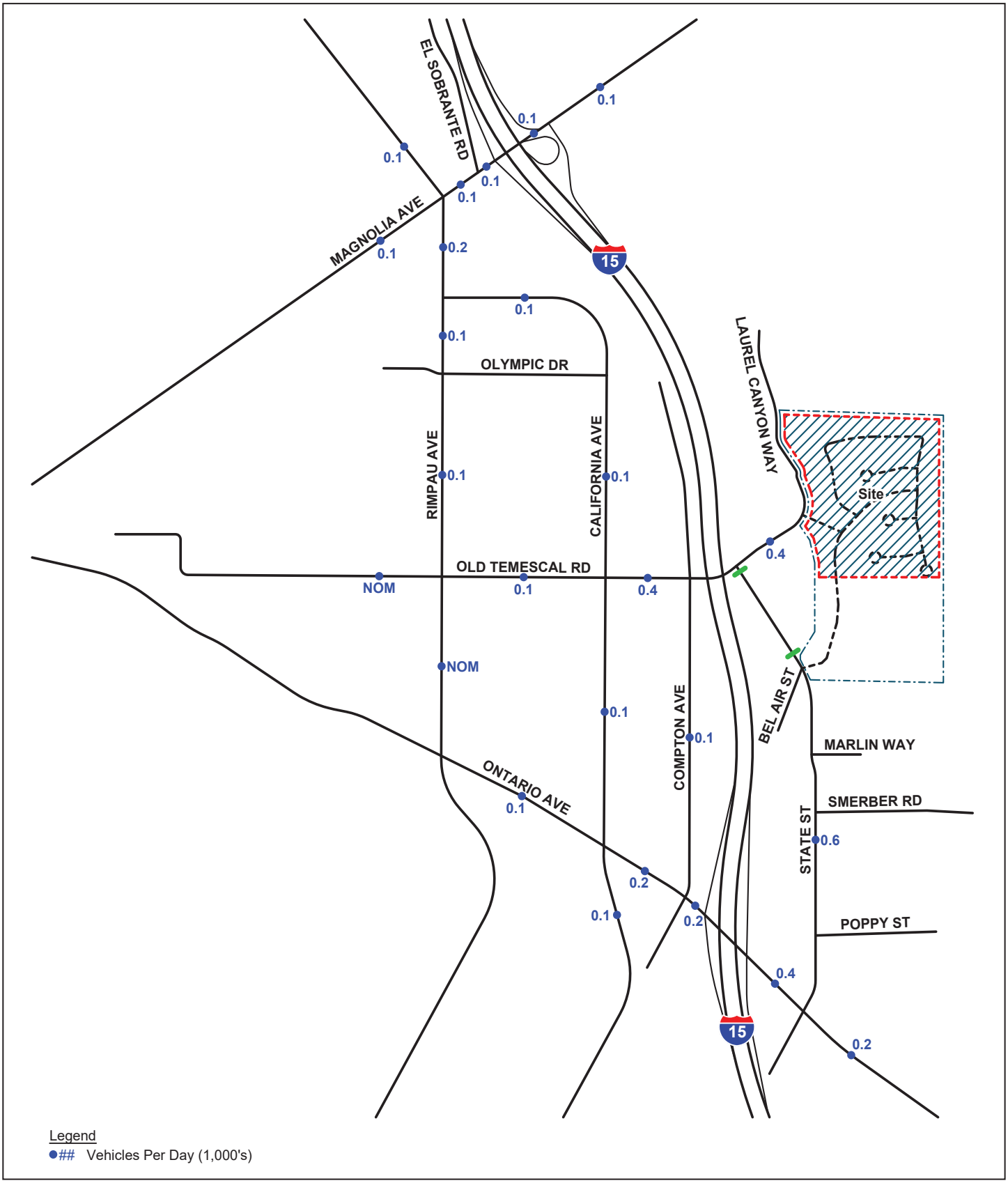
Project Trip Generation

VCS Environmental

Figure 2.17-7



Source: Ganddini Group, Inc.; June 13, 2023.

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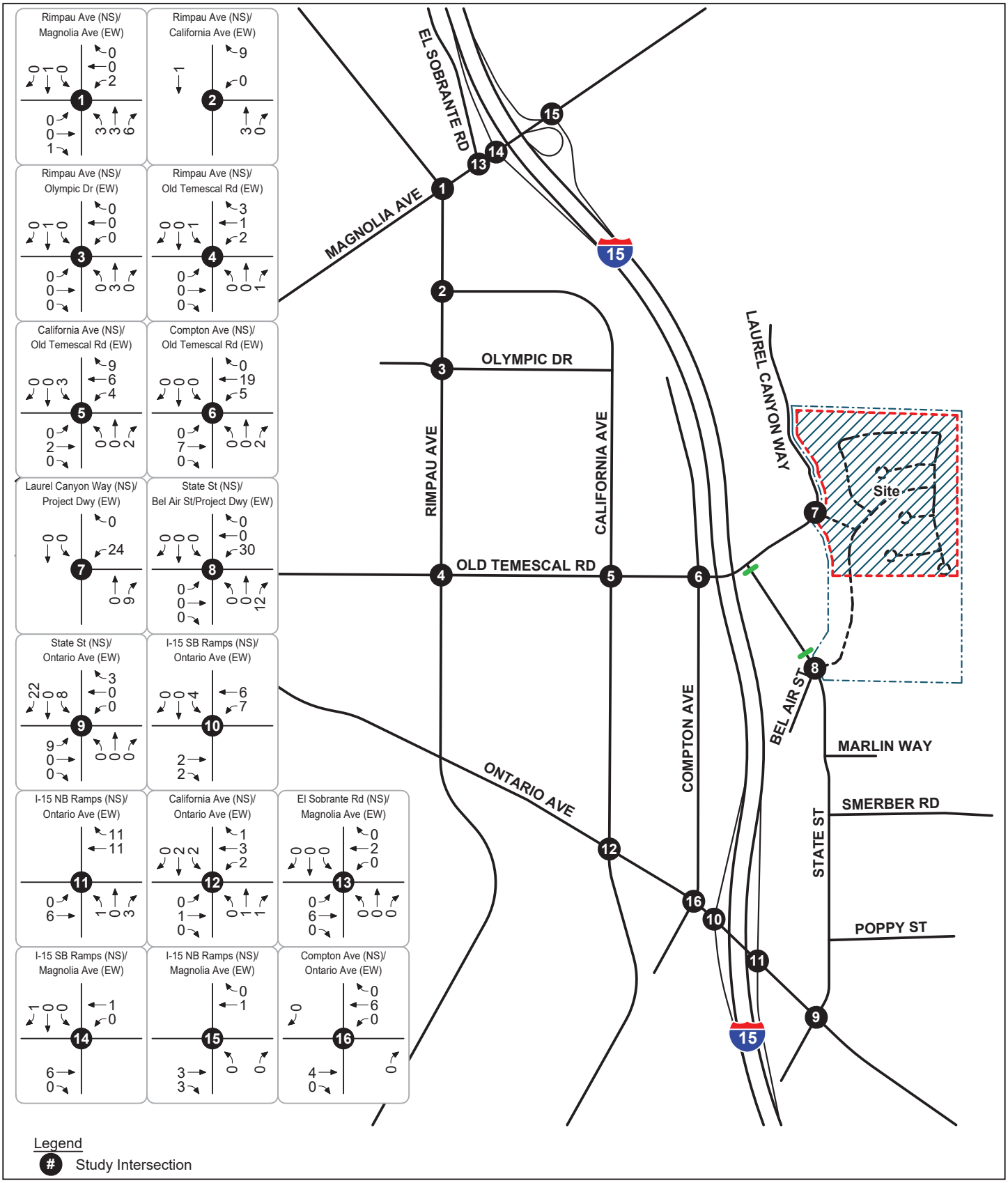
Project Average Daily Traffic Volumes

VCS Environmental

Figure 2.17-8



Source: Ganddini Group, Inc.; June 13, 2023.

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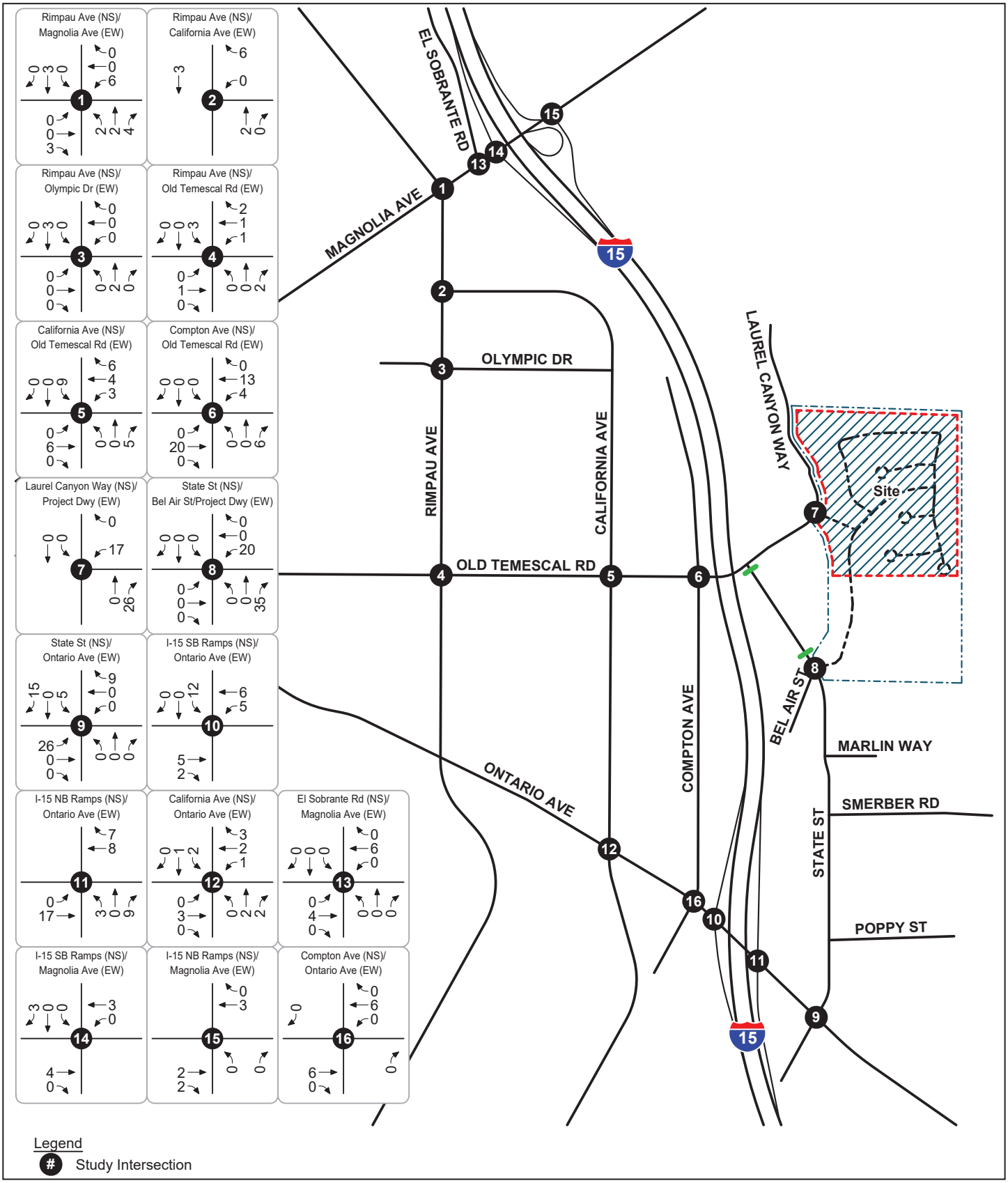
Project AM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-9



Source: Ganddini Group, Inc.; June 13, 2023.

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Project PM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-10

Other Development

To account for trips generated by future development, trips generated by pending or approved other development projects in the City of Corona and County of Riverside were added to the study area. The development projects include single-family residential, multi-family residential and commercial land uses. A listing of the other development projects considered in the analysis is provided in Section 5 of the Traffic Analysis Report. The southern portion of the project site, which is located within the County of Riverside, is being processed separately from this portion. For the purpose of this analysis, the southern portion would be considered as a future phase of the overall site in the cumulative traffic conditions that could be potentially developed with 38 dwelling units of single-family detached housing. Figure 2.17-11, *Cumulative Project (Monteolivo – Southern Portion) Trip Distribution*, shows the trip distribution patterns for the southern portion of the Monteolivo project. Figure 2.17-12, *Other Development Average Daily Traffic Volumes*, shows the forecast average daily traffic volumes for the other development. Figure 2.17-13, *Other Development AM Peak Hour Intersection Turning Movement Volumes*, and Figure 2.17-14, *Other Development PM Peak Hour Intersection Turning Movement Volumes*, show the forecast morning and evening peak hour intersection turning movement volumes for trips generated by other developments.

OPERATIONAL ANALYSIS

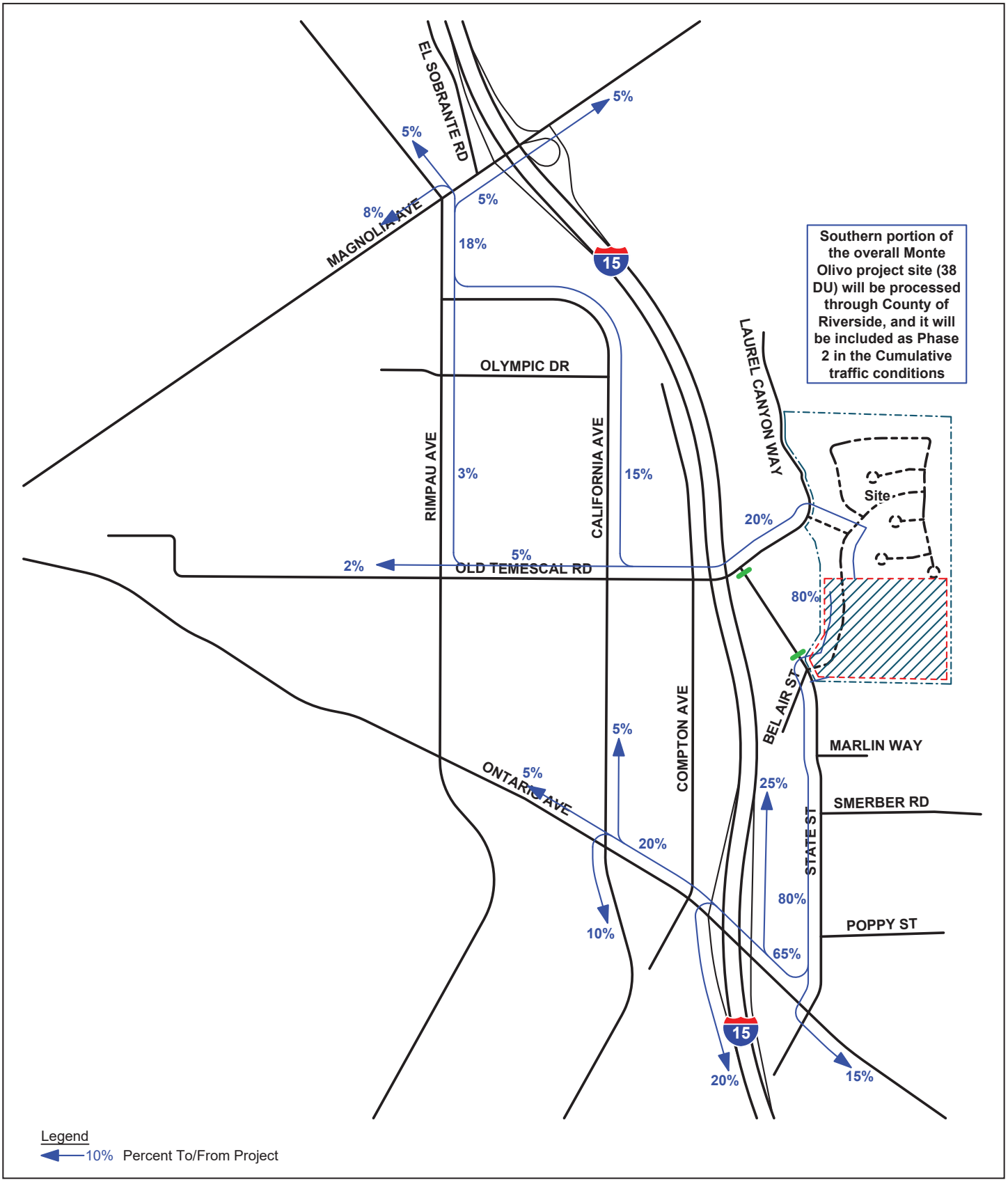
Existing Plus Project Condition

The intersection Levels of Service for Existing Plus Project conditions are shown in Table 2.17-5, *Existing Plus Project Intersection Levels of Service*. Existing Plus Project average daily traffic volumes are shown on Figure 2.17-15, *Existing Plus Project Average Daily Traffic Volumes*. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figure 2.17-16, *Existing Plus Project AM Peak Hour Intersection Turning Movement Volumes*, and Figure 2.17-17, *Existing Plus Project PM Peak Hour Intersection Turning Movement Volumes*.

Table 2.17-5
Existing Plus Project Intersection Levels of Service

Intersection		AM Without Project	AM With Project	PM Without Project	PM With Project
1.	Rimpau Avenue at Magnolia Avenue	C	C	C	C
2.	Rimpau Avenue at California Avenue	A	A	B	B
3.	Rimpau Avenue at Olympic Drive	B	C	B	B
4.	Rimpau Avenue at Old Temescal Road	C	E	B	B
5.	California Avenue at Old Temescal Road	B	C	B	B
6.	Compton Avenue at Old Temescal Road	A	C	A	A
7.	Laurel Canyon Way at Project Driveway	A	A	A	A
8.	State Street at Bel Air Street	A	A	A	A
9.	State Street at Ontario Avenue • Traffic Signal	D -	D A	E -	E A
10.	I-15 SB Ramps at Ontario Avenue	C	C	B	B
11.	1-15 NB Ramps at Ontario Avenue	B	B	B	B
12.	California Avenue at Ontario Avenue	C	C	C	C
13.	El Sobrante Rd. at Magnolia Avenue	D	D	D	D
14.	I-15 SB Ramps at Magnolia Avenue	C	C	D	D
15.	I-15 NB Ramps at Magnolia Avenue	B	B	B	B
16.	Compton Avenue at Ontario Avenue	C	C	B	B

Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.



Source: Ganddini Group, Inc.; June 13, 2023.

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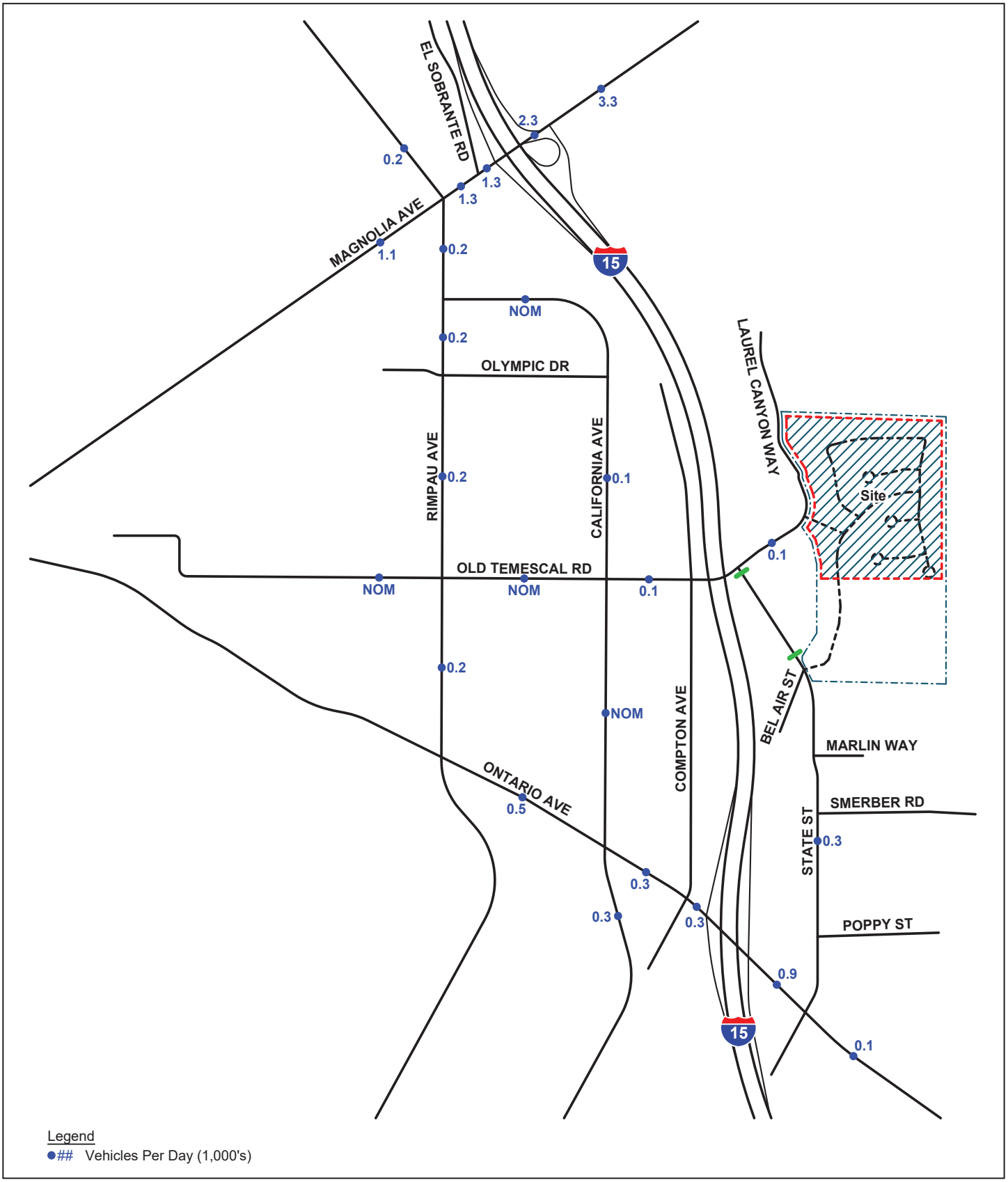
Cumulative Project (Monteolivo – Southern Portion) Trip Distribution

VCS Environmental

Figure 2.17-11



Source: Ganddini Group, Inc.; June 13, 2023.

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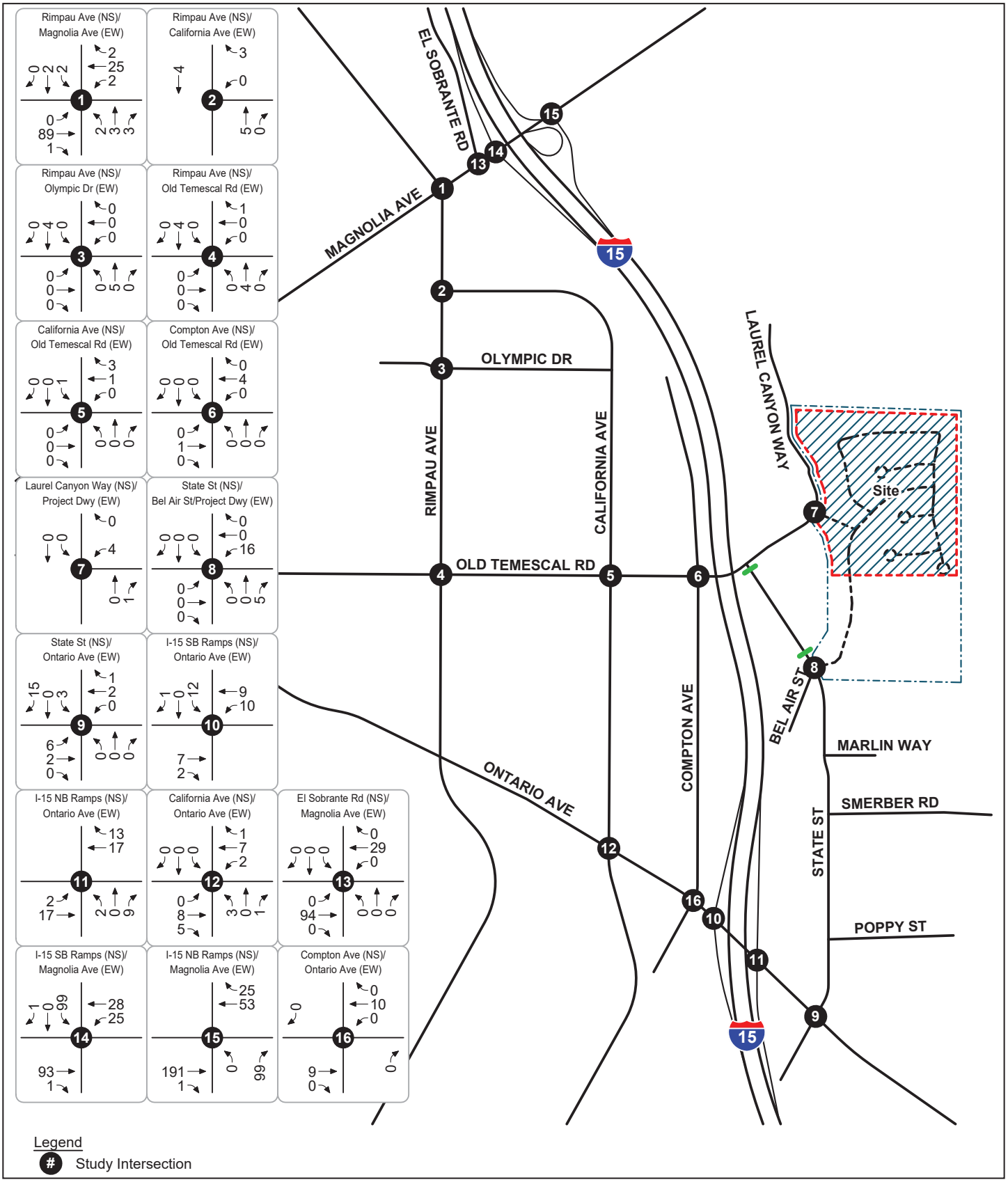
Other Development Average Daily Traffic Volumes

VCS Environmental

Figure 2.17-12



Source: Ganddini Group, Inc.; June 13, 2023.

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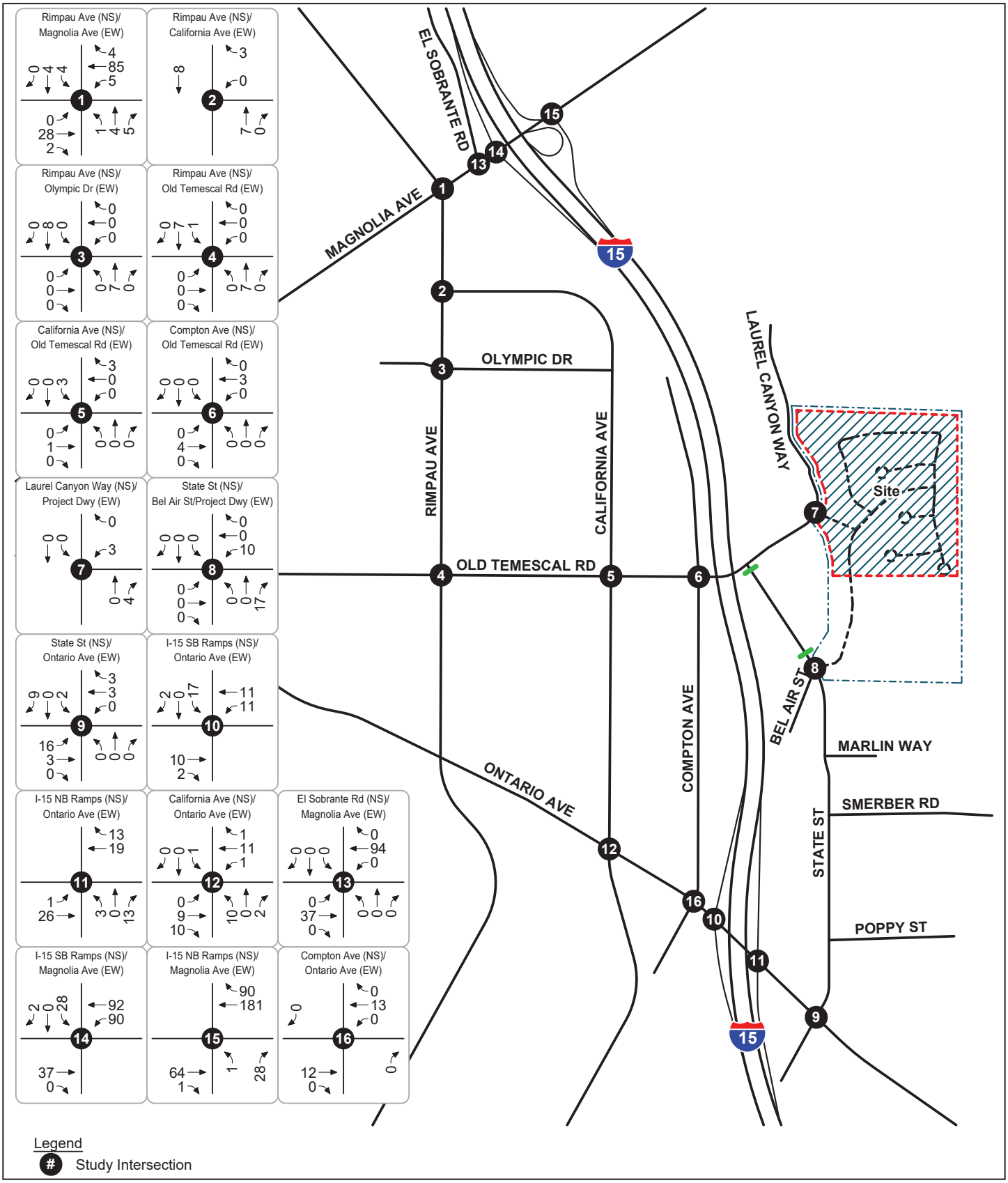
Other Development AM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-13



Source: Ganddini Group, Inc.; June 13, 2023.

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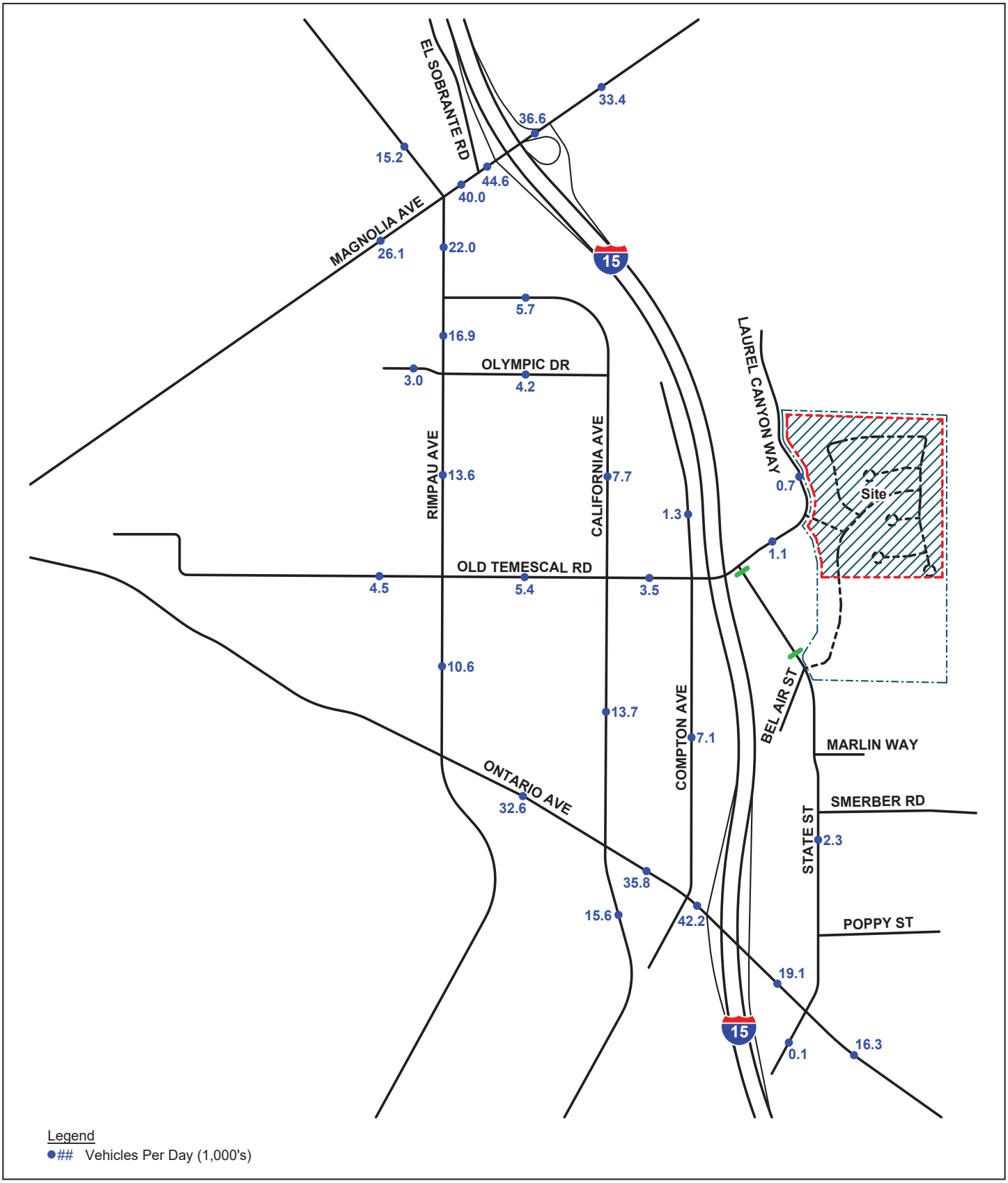
Other Development PM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-14



Source: Ganddini Group, Inc.; June 13, 2023.

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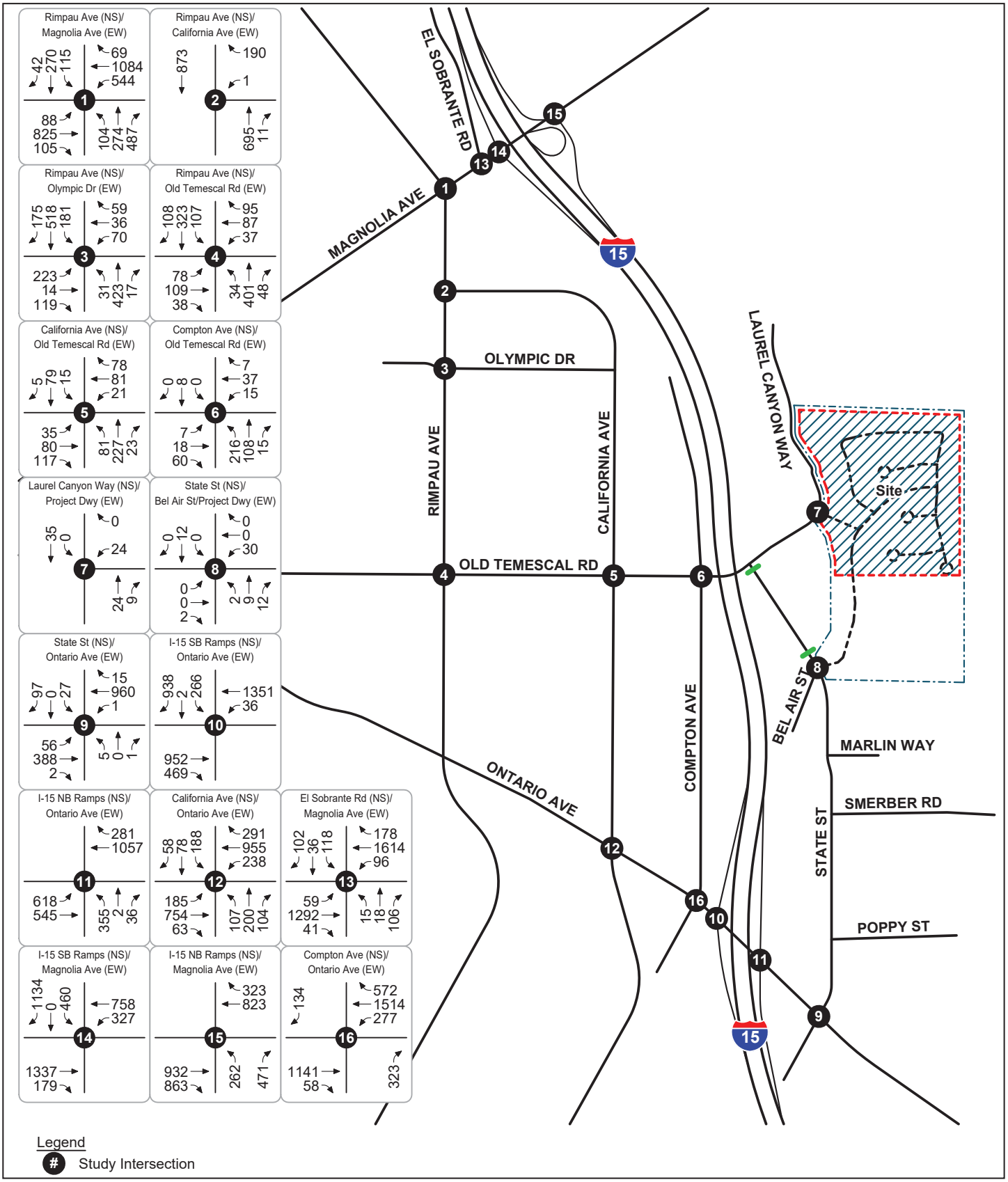
Existing Plus Project Average Daily Traffic Volumes

VCS Environmental

Figure 2.17-15



Source: Ganddini Group, Inc.; June 13, 2023.

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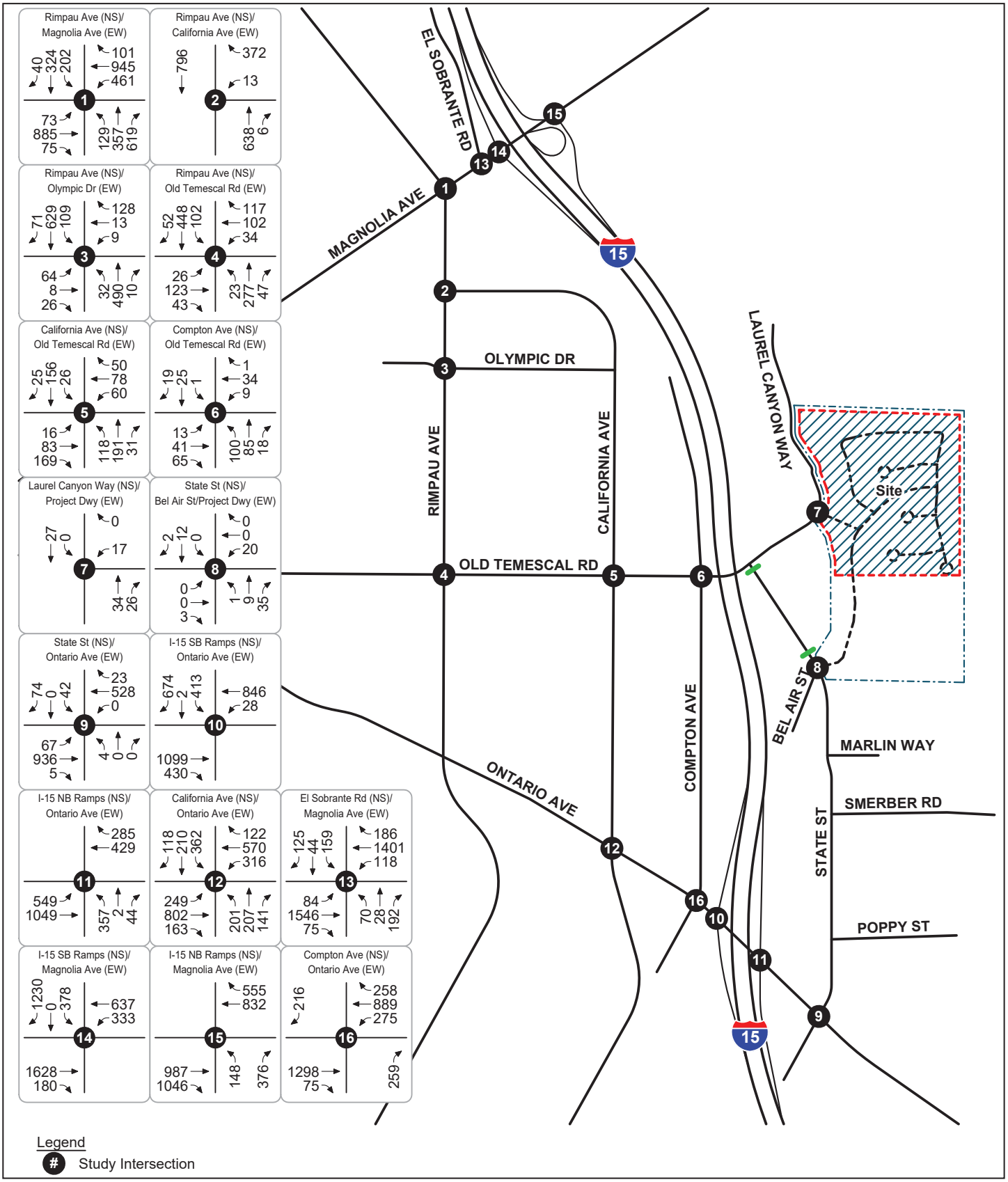
Existing Plus Project AM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-16



Source: Ganddini Group, Inc.; June 13, 2023.

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Existing Plus Project PM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-17

As shown in Table 2.17-5, the study intersections are forecast to operate within acceptable LOS (D or better) during the peak hours for Existing Plus Project conditions, except for the following study intersection that is projected to operate at deficient Levels of Service:

- State Street/Ontario Avenue – #9 (PM peak hour)

To mitigate the deficient intersections for Existing Plus Project conditions, the following improvements are required:

- State Street/Ontario Avenue – #9: Install a traffic signal.

Opening Year (2025) With Project

The intersection Levels of Service for Opening Year (2025) With Project conditions are shown in Table 2.17-6, *Opening Year (2023) With Project Intersection Levels of Service*. Opening Year (2025) With Project average daily traffic volumes are shown on Figure 2.17-18, *Opening Year (2025) With Project Average Daily Traffic Volumes*. Opening Year (2025) With Project morning and evening peak hour intersection turning movement volumes are shown on Figure 2.17-19, *Opening Year (2025) With Project AM Peak Hour Intersection Turning Movement Volumes* and Figure 2.17-20, *Opening Year (2025) With Project PM Peak Hour Intersection Turning Movement Volumes*.

Table 2.17-6
Opening Year (2025) With Project Intersection Levels of Service

Intersection		AM Without Project	AM With Project	PM Without Project	PM With Project
1.	Rimpau Avenue at Magnolia Avenue	C	C	C	D
2.	Rimpau Avenue at California Avenue	A	A	B	B
3.	Rimpau Avenue at Olympic Drive	C	C	B	B
4.	Rimpau Avenue at Old Temescal Road	C	C	C	C
5.	California Avenue at Old Temescal Road	B	B	B	B
6.	Compton Avenue at Old Temescal Road	B	B	A	A
7.	Laurel Canyon Way at Project Driveway	A	A	A	A
8.	State Street at Bel Air Street	A	A	A	A
9.	State Street at Ontario Avenue • Traffic Signal	D -	E A	F -	F A
10.	I-15 SB Ramps at Ontario Avenue	C	C	B	B
11.	1-15 NB Ramps at Ontario Avenue	B	B	B	B
12.	California Avenue at Ontario Avenue	C	C	C	C
13.	El Sobrante Rd. at Magnolia Avenue	D	D	D	D
14.	I-15 SB Ramps at Magnolia Avenue	C	C	D	D
15.	I-15 NB Ramps at Magnolia Avenue	B	B	B	B
16.	Compton Avenue at Ontario Avenue	C	C	C	C

Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.

As shown in Table 2.12-17, the study intersections are projected to operate within acceptable LOS (D or better) during the peak hours for Opening Year (2025) With Project conditions, except for the following study intersection that is forecast to continue operating at deficient LOS (E or F):

- State Street/Ontario Avenue – #9 (AM & PM peak hours)

The following improvement is needed to address the deficient intersections for Opening Year (2025) With Project conditions:

- State Street/Ontario Avenue – #9: Install a traffic signal.

Since this is a degradation of LOS for the already deficient intersection operations under Existing conditions, the project applicant is responsible for its fair share of fees to an applicable program for the recommended improvements. The intersection of State Street at Ontario Avenue currently satisfies the traffic signal warrant based on Existing conditions. Figure 2.17-21, *Recommended Intersection Improvements*, shows the recommended intersection improvements.

ROADWAY SEGMENT ANALYSIS

The road link capacity analysis is assessed based on the theoretical 24-hour average daily traffic (ADT) capacity for roadways in terms of volume over capacity ratios. The project traffic report identifies that for Opening Year (2025) With Project conditions the study roadway links are projected to function at LOS "C" or better, except for the following roadway links which would operate at LOS "D" with existing roadway width:

- Rimpau Avenue, from Magnolia Avenue to California Avenue
- Magnolia Avenue, from El Sobrante Road to I-15 Southbound Ramps
- Ontario Avenue, from Compton Avenue to I-15 Southbound Ramps

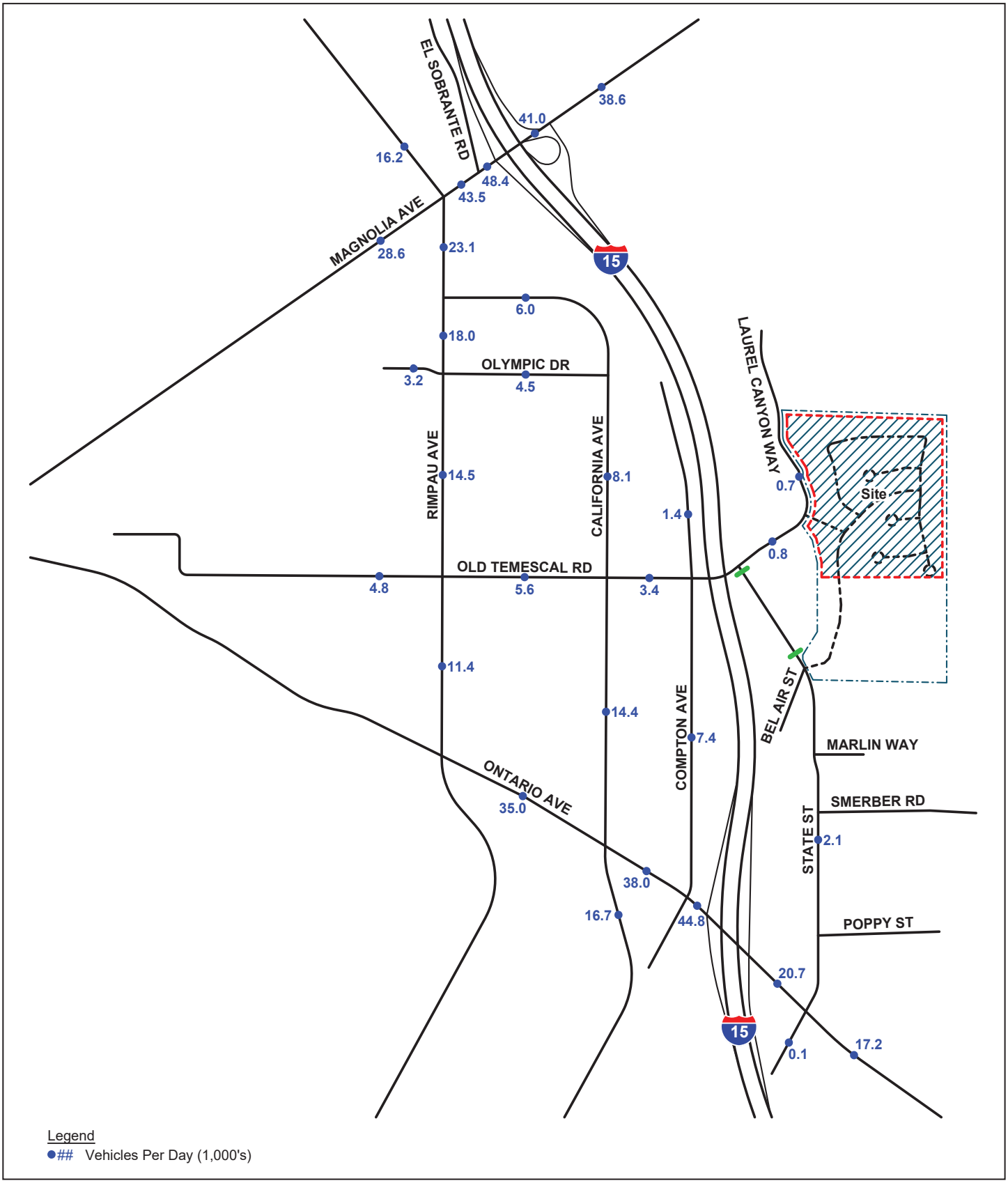
Since the City of Corona would be improving and widening Ontario Avenue from California Avenue to State Street, no additional improvements are recommended for Ontario Avenue. The study intersections along Rimpau Avenue and Magnolia Avenue are projected to operate at an acceptable LOS "D" or better; therefore, no additional improvements are recommended for Rimpau Avenue and Magnolia Avenue.

BICYCLE FACILITIES

The proposed project would construct sidewalks on local streets to facilitate pedestrian circulation. The City of Corona bike paths are illustrated in Figure 2.17-22, *City of Corona General Plan Bike Routes*. As shown in Figure 2.17-22,there are no designated bikeways near the project site. Therefore, the construction and operation would not conflict with existing or planned pedestrian or bikeway circulation systems.

TRANSIT SERVICE

The Riverside Transit Agency (RTA) and Metro Klink Rail Service provide transit facilities for the City of Corona. Figure 2.17-23, *City of Corona General Plan Transit Routes*, shows existing public transit facilities and routes in the project vicinity. As shown in Figure 2.17-23 there are no transit facilities near the project site. Therefore, the construction and operation would not conflict with existing or planned transit facilities.



Source: Ganddini Group, Inc.; June 13, 2023.

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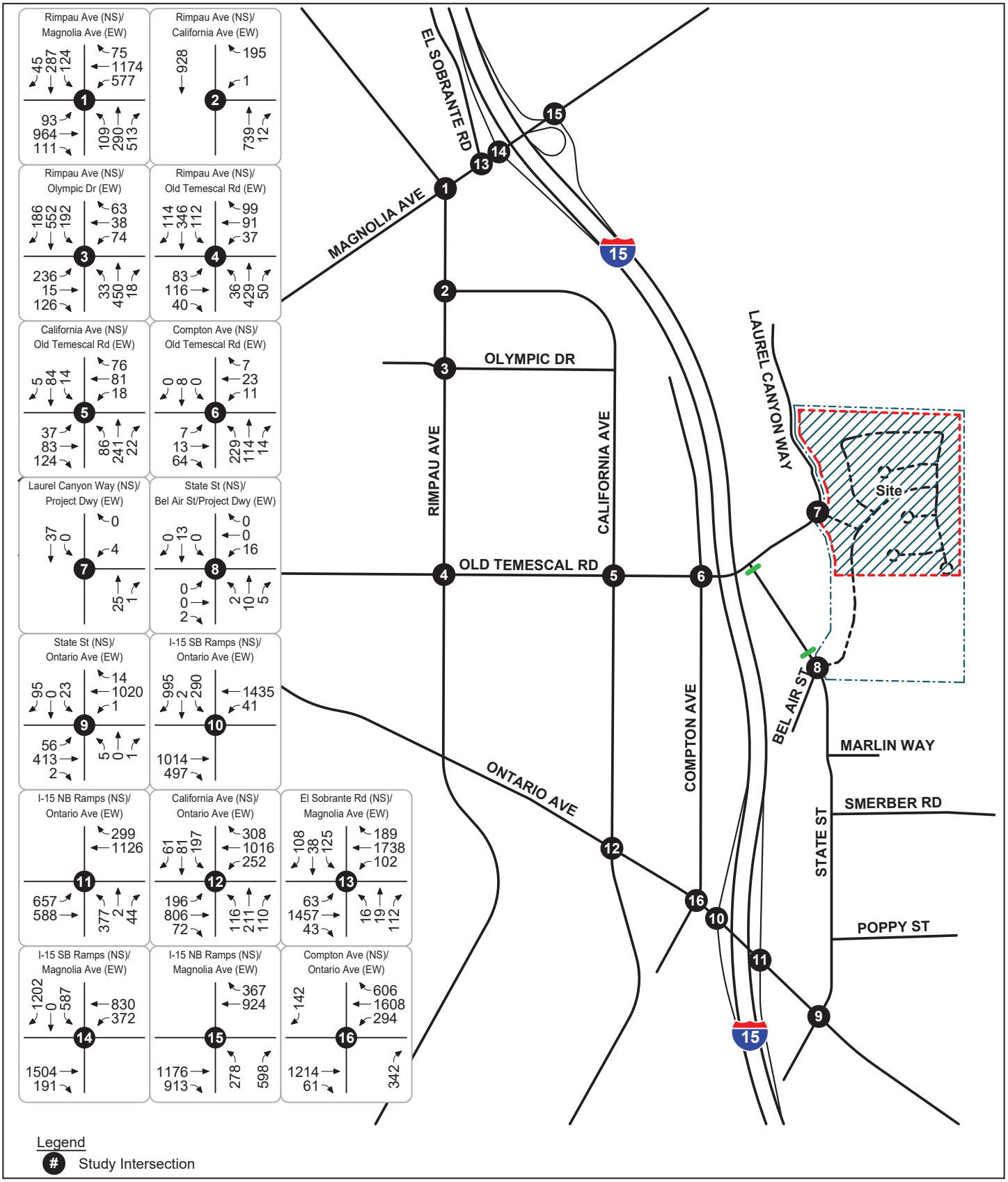
Opening Year (2025) With Project Average Daily Traffic Volumes

VCS Environmental

Figure 2.17-18



Source: Ganddini Group, Inc.; June 13, 2023.

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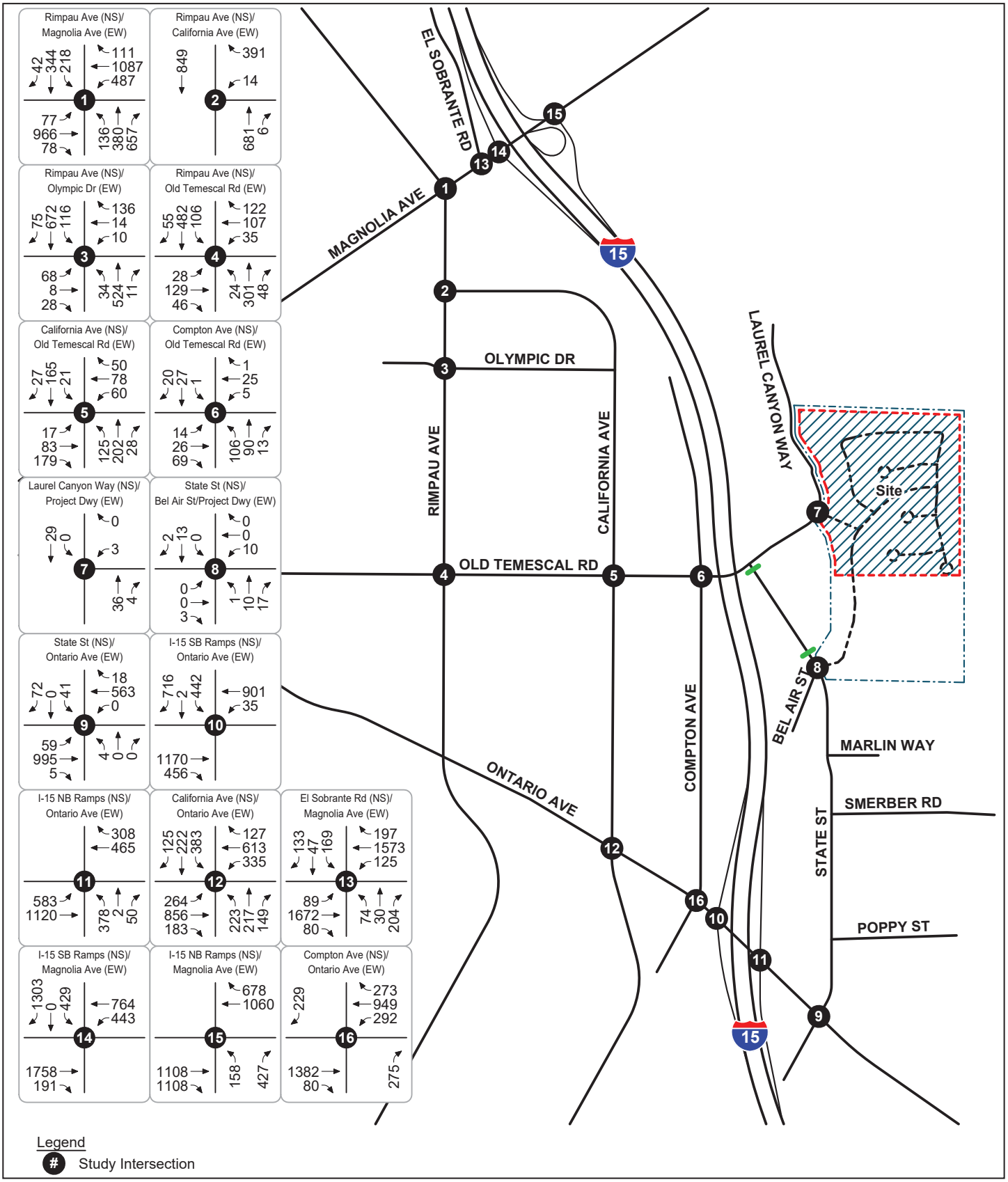
Opening Year (2025) With Project AM Peak Hour Intersection Turning Movement Volumes



Source: Ganddini Group, Inc.; June 13, 2023.

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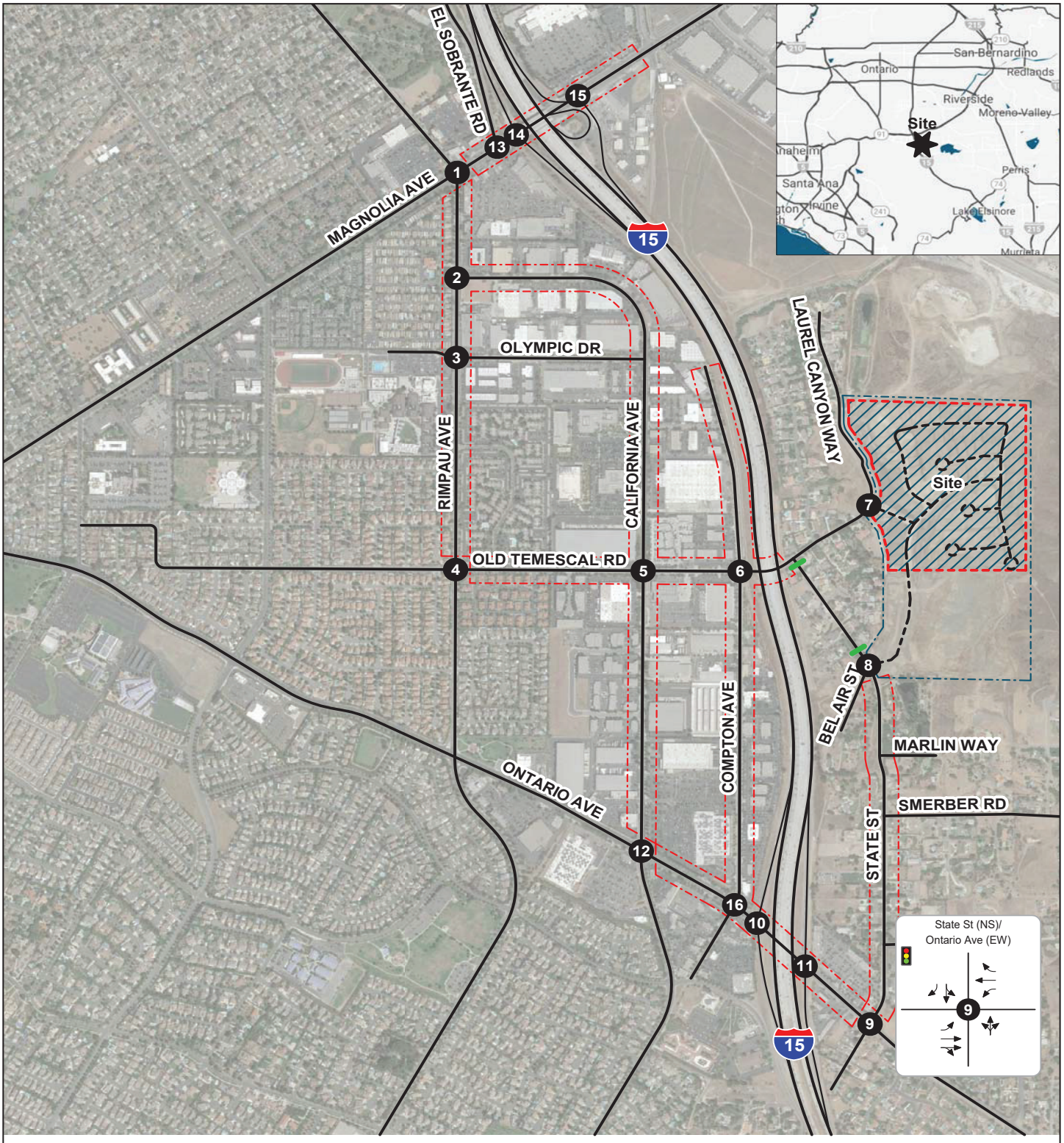
Opening Year (2025) With Project PM Peak Hour Intersection Turning Movement Volumes

VCS Environmental

Figure 2.17-20



Source: Ganddini Group, Inc.; June 13, 2023.

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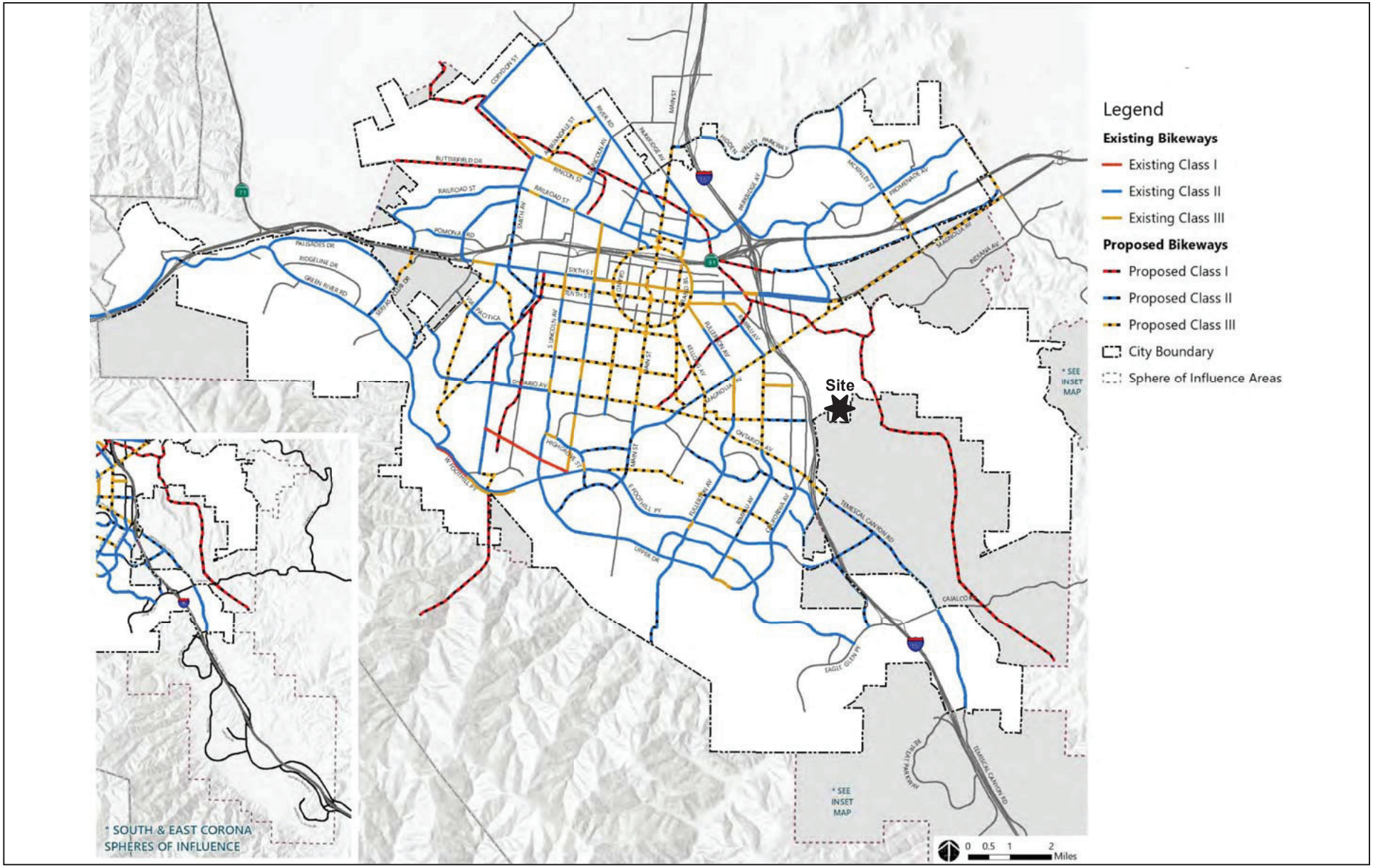
Recommended Intersection Improvements

VCS Environmental

Figure 2.17-21



Source: City of Corona; 2017.

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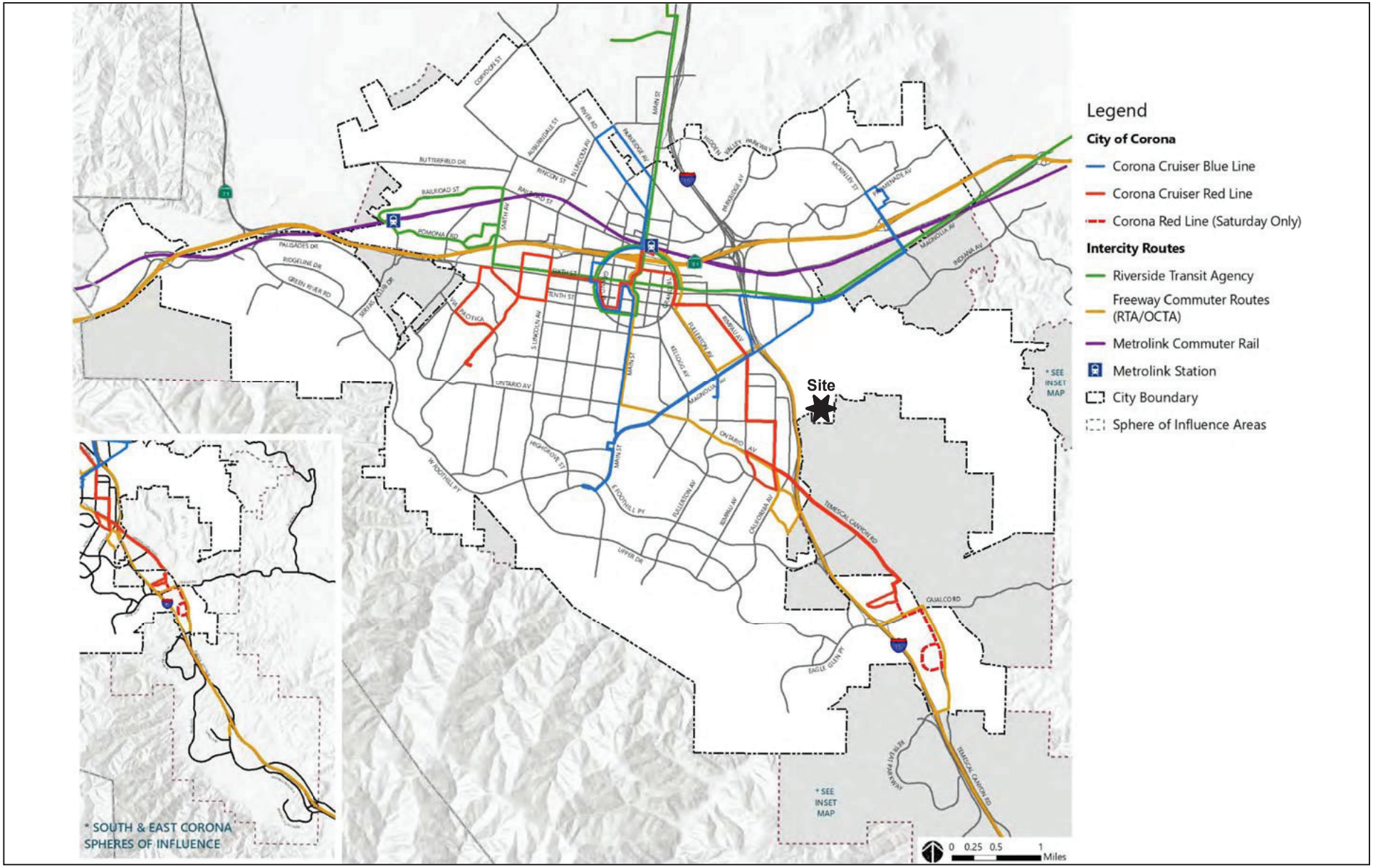
City of Corona General Plan Bike Routes

VCS Environmental

Figure 2.17-22



Source: City of Corona and Riverside Transportation Agency; 2019.

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City of Corona General Plan Transit Routes

VCS Environmental

Figure 2.17-23

Mitigation Measures:

TRANS-1: Prior to map recordation, the project shall constrict or if the signal is constructed, provide a fair share payment for the installation of the traffic signal at the intersection of State Street/Ontario Avenue.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Previously Approved MND Finding: The previously approved IS/MND was adopted prior to inclusion of Section 15064.3 in the CEQA Guidelines. Therefore, no Vehicle Miles Traveled (VMT) analysis was prepared.

Addendum Finding Less Than Significant Impact: The Vehicle Miles Traveled (VMT) analysis has been assessed based on the City of Corona guidelines. Using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool, the project site is located within a low VMT generating Traffic Analysis Zone (TAZ) based on total VMT (28.13 VMT/SP) and Residential Home-Based VMT (14.3 VMP/PC). Appendix H of the Traffic Analysis Report shows the VMT screening results for the project site. Per the City of Corona guidelines, it is presumed to be less than significant VMT impact for projects located in low VMT generating model TAZ. These TAZs generate total daily VMT/SP that is less than the baseline level for the City/jurisdiction.

Per the secondary screening step, the proposed project land use is consistent to the City of Corona General Plan land use destination of Estate Residential (ER) of 1 to 3 dwelling units (DU) per acre. The project site is approximately 61.6 acres with 103 DU, which is 1.8 DU per acre. The proposed project site is also located within one-half mile of a bus stop and within one mile of employment and shopping destinations. Based on the screening steps, the project is anticipated to generate less than significant VMT impact and no additional improvements are recommended.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined that traffic hazards that could be associated with the project were less than significant.

Addendum Finding Less Than Significant Impact: The construction and operation of the proposed project would occur on the project site and would not involve any construction or long-term operational activities on a public roadway that would increase traffic hazards.

There were some traffic safety concerns raised by local residents near the neighborhoods along State Street. Therefore, this section evaluates the following safety concerns along State Street:

- Speed limit signage and vehicular speeds
- Sight distance at project driveway
- Crash history
- Lane width reduction
- Street lighting

SPEED LIMIT SIGNAGE AND VEHICULAR SPEED

State Street has a posted speed limit of 35 miles per hour (mph). There are currently three (3) speed limit signs posted along State Street at the following locations as previously shown in Figure 2.17-2, *Existing Lane Geometry and Intersection Traffic Controls*:

- Northbound direction south of Poppy Street
- Southbound direction south of Bel Air Street
- Southbound direction south of Marlin Way

A speed survey was conducted on October 25, 2022 on State Street between Smerber Road and Poppy Street (refer to Appendix I of the Traffic Analysis Report). The speed survey shows that the 85th-percentile speed on State Street is 39 miles per hour (mph). Based on the California Manual on Uniform Traffic Control Devices (CA MUTCD) guidelines, the speed limit should be rounded to the nearest 5 mph increment of the 85th-percentile speed, which would be 40 mph in this case. However, for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used. Therefore, the current posted speed limit of 35 mph is considered appropriate and reasonable.

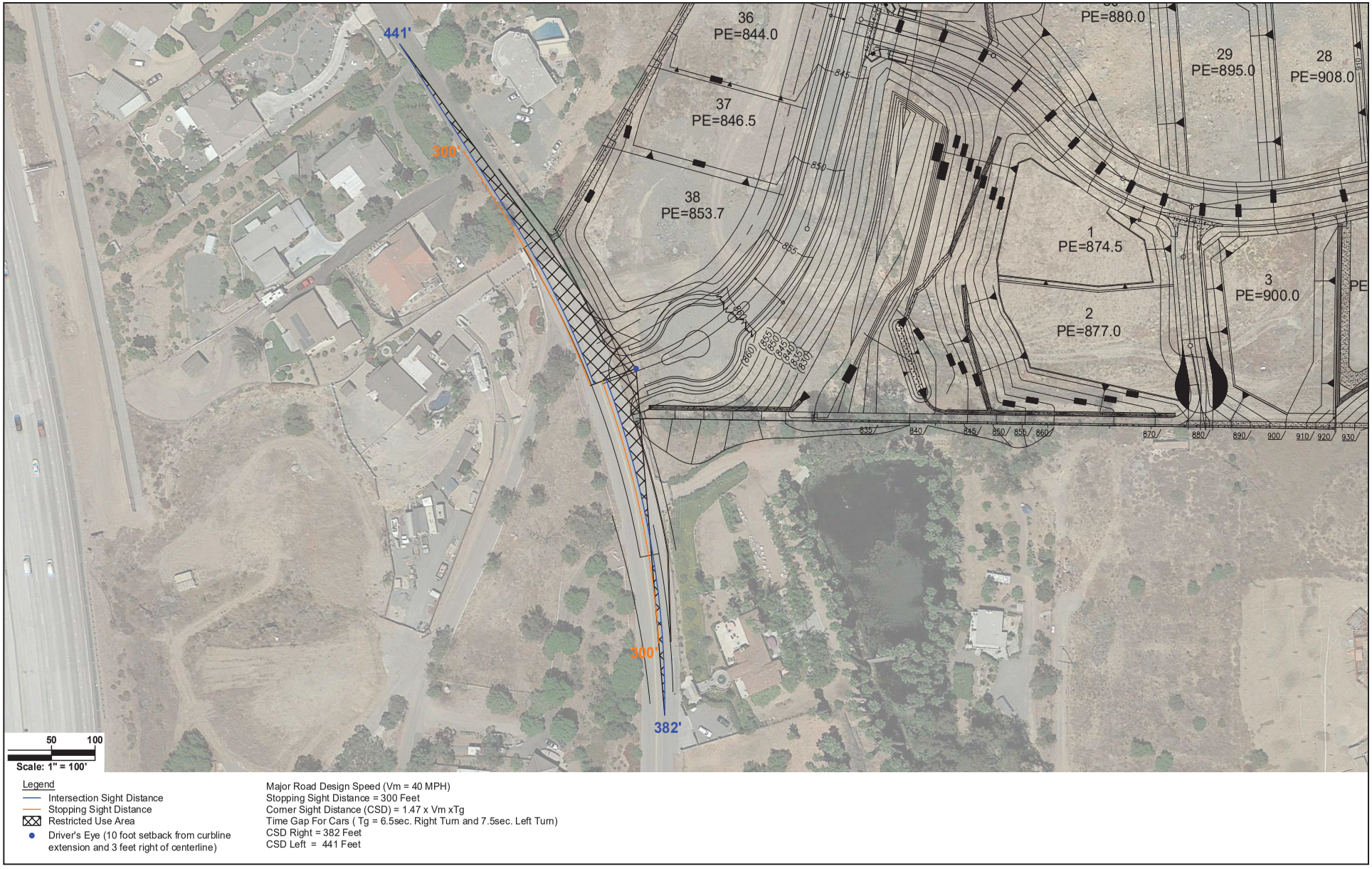
Currently, there is a speed limit sign on the southbound direction south of Marlin Way while the remainder 2,500 feet of State Street from Marlin Way toward the south has no other speed limit sign. Since the southbound direction of State Street is going downhill where vehicles tend to travel at higher speeds, it is recommended that an additional speed limit sign be installed on the southbound direction south of Smerber Road to warn the motorists to slow down and adhere to the appropriate speed. Another option is to replace the existing speed limit sign on the southbound direction south of Marlin Way with a radar speed sign which is more visible and illuminated. This location of State Street is near the vertical crest of State Street and has a steeper grade than other segments.

SIGHT DISTANCE AT PROJECT DRIVEWAY

The sight distance analysis for the project driveway on State Street is shown in Figure 2.17-24, *Sight Distance Analysis for the Project Driveway on State Street*. The sight distance is evaluated based on sight distance guidelines specified in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Street (7th Edition, 2018)* ["*AASHTO Greenbook*"]. As shown in Figure 2.17-24, adequate sight distances can be provided as long as any landscaping near the northeast and southeast corners of the curb returns at the driveway on State Street does not obstruct drivers' views. A design speed of 40 miles per hour was used based on the results of the radar speed survey (85th-percentile speed of 39 miles per hour). Based on the sight distance formulas, an intersection sight distance of 441 feet is desirable with a minimum stopping sight distance of 300 feet.

CRASH HISTORY

Based on the crash history records from the County of Riverside, there are no recent vehicular crashes along State Street from the project site to Ontario Avenue. Since State Street appears to be relatively safe with no recent vehicular crashes, there should be no major safety concerns regarding sight distance and speed factors.



Source: Source: Ganddini Group, Inc.; January 26, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Sight Distance Analysis for the Project Driveway on State Street

LANE WIDTH REDUCTION

The approximate widths of the existing pavement and travel lanes along State Street are listed below:

- Ontario Avenue to Poppy Street: 38 to 42 feet (Travel lanes are 19 to 21 feet)
- Poppy Street to Smerber Road : 40 to 42 feet (Travel lanes are 19 to 23 feet)
- Smerber Road to Marlin Way : 42 feet (Travel lanes are 19 to 21 feet)
- Marlin Way to Bel Air Street: 42 feet (Travel lanes are 19 to 21 feet)

The travel lane widths along State Street are between 19 feet and 23 feet which are wider than a typical travel lane that is usually between 12 and 14 feet. A wider travel lane usually results in higher vehicle speed while a narrow travel lane would likely encourage motorists to slow down. Even though lane width reduction is an effective tool to reduce vehicular speed in most cases, it is unnecessary to implement lane reduction on State Street because vehicular speed does not appear to be a safety issue due to the lack of recent vehicular crashes and there is adequate sight distance for the proposed project driveway. Other speed reduction strategies such as installing additional speed limit signs and radar speed signs should be considered prior to lane width reduction.

STREET LIGHTING

There are no street lights on State Street except for a short 400-foot segment where there are street lights on the west side of State Street from Ontario Avenue to the northern boundary of the shopping center located west of State Street. Therefore, it is dark along most of State Street during the evenings. The County may consider installing new street lighting that would improve nighttime visibility, however, this may result in increased vehicular speeds on State Street at night.

Mitigation Measures:

TRANS-2: The following circulation improvements are recommended to enhance safe vehicle within the project area:

- Prior to issuance of first Certificate of Occupancy, Laurel Canyon Way, adjacent to the project boundary, shall be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development per City standards.
- Prior to issuance of the first Certificate of Occupancy, the project shall provide a secondary access road through the southern portion of the site which would create a stop-controlled secondary access driveway at State Street for project residents only.
- All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project should be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Corona and applicable portions to the County of Riverside.
- Prior to issuance of first Certificate of Occupancy, site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Corona.

- Onsite traffic signing and stripping plans shall be submitted to City of Corona for approval in conjunction with detailed construction plans for the project.
- The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable City of Corona, County of Riverside and California Department of Transportation sight distance standards.
- The northeast and southeast corners of the project site access driveway at State Street shall be limited to low growing ground cover and/or hardscape to ensure that overgrown landscape would not obstruct driver views along State Street. The final Improvement Plans for the State Street project driveway access shall be approved by the City of Corona and County of Riverside.

d) Result in inadequate emergency access?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined that potential emergency impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase impacts associated with conflicts with adopted emergency plans. The Proposed Project Modifications to provide proposed circulation access would not impede adequate emergency access to areas offsite from the project. Temporary construction activities associated with the project could result in temporary partial lane closures to access the project site. The project would be required to coordinate with the City of Corona to ensure adequate emergency access is maintained at all times. With compliance with the City of Corona Traffic Control requirements, potential emergency access impacts would be less than significant. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of potential traffic hazard impacts.

SUMMARY OF FINDINGS FOR TRANSPORTATION

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.18 Tribal Cultural Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) 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	☐	☐	☒	☐
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

PROJECT IMPACTS

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) 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)?

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

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND evaluated impacts to tribal resources as part of the evaluation of potential impacts to cultural resources and determined potential impacts to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The area where the Proposed Project Modifications would be implemented has been rough graded and no Native American cultural resources were encountered. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter unknown cultural resources. On the side of caution and in the remote event unknown Native American cultural resources are encountered, Mitigation Measures CR-16, CR-17 and CR-18, described in Section 1.0, *Introduction*, are recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18 potential impacts to unknown Native American cultural resources would be less than significant. Compared to the previous adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown Native American cultural resources.

Mitigation Measures: Mitigation Measures CR-16, CR-17 and CR-18 are required.

SUMMARY OF FINDINGS FOR TRIBAL CULTURAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.19 Utilities and Service Systems

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on utility services.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not require the relocation or construction of new or expanded utility services beyond what was required for the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no adverse impacts on utility services.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for water supplies to serve the project and the foreseeable future development during normal, dry, and multiple dry years beyond the level of demand generated from the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no adverse impacts on utility services.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for wastewater treatment beyond the level of demand generated from the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not generate solid waste in excess of State or local standards.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would retain the same dwelling unit count and would not increase in demand for solid waste disposal services beyond the level of demand for the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

Addendum Finding No Impact: Like the original project, any solid waste generated by the Proposed Project Modifications would be hauled from the site, diverted, and recycled, in accordance with the California Integrated Waste Management Act and other local management and reduction statutes related to solid waste. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

SUMMARY OF FINDINGS FOR UTILITIES AND SERVICE SYSTEMS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
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?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

A wildland fire is a non-structural fire that occurs in vegetative fuels. Wildland fires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. The potential for wildland fires represents a hazard where development is adjacent to open space or designated Fire Hazard Safety Zones. Subsequent to approval of the previously approved MND, the California Department of Forestry and Fire Protection Fire Severity Zone Maps have been updated. According to the California Department of Forestry and Fire Protection, portions of the project site are adjacent to Moderate Fire Hazard and State Responsibility areas.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Previously Approved MND No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks or impair an adopted emergency response plan or emergency evacuation plan.

Addendum Finding No Impact: In the event an emergency response plan or evaluation plan is required to be implemented, the City of Corona Police Department would be in charge of evacuating neighborhoods in the event of a fire that threatens homes. These evacuations would be decided within the Incident Command Structure in consultation with the fire department, other law enforcement, public works, and local government liaisons in order to establish when and where they would occur. In the event of an emergency, residents would be directed to specific evacuation routes to avoid conflicts with emergency response plans. With implementation of the Incident Command Structure, the proposed project would not substantially impair an adopted emergency response plan or emergency

evacuation plans and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

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?

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area.

Addendum Finding No Impact: Topography influences the movement of air and the direction of a fire course. Additionally, wind events magnify the risks of wildfire and would have the potential to expose inhabitants to elevated pollutant concentrations. To minimize project contiguity to wildland slope areas that could act as conduit for wildland fire, the project plans have been modified to square off Lots 17-21 to remove the common area behind homes and incorporate a radiant heat wall behind Lots 16-29. Additionally, the CC&R's would include a prohibition of the installation of combustible materials in the 30-foot zone width adjacent to the heat wall within Lots 16-29. Additionally, the proposed project would have surrounding roadways and driveways which would also act as fire breaks. Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

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

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks.

Addendum Finding No Impact: The project was initially graded which included the removal of all vegetation. The proposed fuel modification program would remove common area vegetation behind homes, provide radiant heat walls and prohibit the installation of combustible materials in a 30-foot zone. Implementation of these fuel modification measures would not result in any adverse temporary impacts or ongoing impacts to the environment. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

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?

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks.

Addendum Finding No Impact: Landslides, including mud and debris flows can be triggered by erosion and downslope runoff caused by rain following a fire. The project site is not in an area that is subject to landslides or downstream flooding that would increase the risk for post-fire slope instability, or drainage change impacts and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

SUMMARY OF FINDINGS FOR WILDFIRE

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.21 Mandatory Findings of Significance

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

ENVIRONMENTAL ANALYSIS

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND identified that the original project would have less than significant impacts in regard to the potential for the project to degrade the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not change the biological analysis and conclusions included in the previously adopted IS/MND. Additionally, the Proposed Project Modifications would not result in additional significant impacts to cultural resources. No new impacts or intensification of previously identified impacts would occur with implementation of the Proposed Project Modifications.

b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND identified the original project would not have adverse cumulative impacts.

Addendum Finding Less Than Significant Impact: Although the Proposed Project Modifications would provide a new private gated access driveway at Laurel Canyon Way and would replace the previously planned recreation center with open space park area, the general configuration of the subdivision and the overall number of dwelling units remains the same. Since the most intense short-term construction impacts entailing rough grading within the original project boundaries have already occurred, the construction impacts associated with the Proposed Project Modifications are substantially less. For this reason, no new or greater cumulative impacts would occur from the Proposed Project Modifications. Since there is no change in land use or intensity of development, the long-term operational significant impacts associated with the Proposed Project Modifications would remain consistent with the cumulative analysis provided in the previously approved IS/MND and there would be no changes to the analysis or conclusions regarding cumulative impacts.

c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND identified that the original project would not have substantial adverse impacts on human beings.

Addendum Finding Less Than Significant Impact: The changes associated with the Proposed Project Modifications are minor. No new impacts or more severe impacts to human beings, either directly or indirectly, would occur as a result of the implementation of the Proposed Project Modifications.

SUMMARY OF MANDATORY FINDINGS OF SIGNIFICANCE

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.