



Staff Report

File #: 23-0390

**PLANNING AND HOUSING COMMISSION
STAFF REPORT**

DATE: 05/22/2023

TO: Honorable Chair and Commissioners

FROM: Planning & Development Department

APPLICATION REQUEST:

TTM 36864: Tentative Tract Map application to subdivide 2.09 acres into seven lots for residential purposes and one lettered lot for street dedication purpose, located on the south side of Corona Avenue and west of Interstate 15, in the R-1-7.2 Zone (Single Family Residential, 7,200 square feet minimum lot size). (Applicant: Fathi Manasrah, 9319 Alta Cresta Avenue, Riverside, CA 92508)

RECOMMENDED ACTION:

That the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan and APPROVAL of TTM 36864 to the City Council, based on the findings contained in the staff report and conditions of approval.

PROJECT SITE SUMMARY:

Area of Property: 2.09 acres

Existing Zoning: R-1-7.2

Existing General Plan: LDR (Low Density Residential, 3-6 du/ac)

Existing Land Use: Vacant

Proposed Land Use: Single-Family Residential

Surrounding Zoning / Land Uses:

N: R-3 (Multiple Family Residential) / Vacant Residential

E: Interstate 15

S: R-1-7.2 / Single Family Detached Homes

W: R-1-7.2 / Single Family Detached Homes

BACKGROUND

The project site comprises of 2.09 acres of vacant land, located on the south side of Corona Avenue and west side of Interstate 15. The site is zoned R-1-7.2, which permits single family development on a minimum lot size of 7,200 square feet. The site has a General Plan designation of Low Density

Residential which permits residential development with a density range from 3 to 6 dwelling units per acre (du/ac) of land.

Prior Approvals

The project site was previously approved for a six-lot residential subdivision in 2006 and 2017 by different applicants.

On February 1, 2006, AJM Consultants obtained approval of a tentative tract map (TTM 34018) and a variance request (V05-002) to reduce the required lot depth for two of the lots. The conditions of approval for TTM 34018 required AJM Consultants Inc. to record the final map within the initial two years of receiving tentative tract map approval. However, the applicant did not record the map within the initial two years, and consequently, the approvals expired on February 1, 2008.

On September 19, 2017, the current applicant, Mr. Fathi Manasrah, obtained approval of a new tentative tract map (TTM 36864) for a similarly designed six-lot subdivision, a variance request (V15-002) to reduce the lot depth of one of the lots, and a precise plan (PP15-003) for the review of the site plan, architecture, landscaping, and fencing of the development. However, the applicant did not record the final map within the initial two years of receiving the tentative tract map approval as conditioned. Consequently, the approvals expired on September 19, 2019.

Current Proposal

In February 2022, Mr. Manasrah submitted the current tentative tract map application to the City. A Precise Plan application was not submitted with the current tentative tract map, but the applicant has indicated to staff that he intends to build the seven lots in the future, rather than sell the lots individually. The development of more than four of the lots by the applicant will require the submittal of a Precise Plan application, which would be brought before the Planning and Housing Commission for consideration.

TTM 36864, was reviewed by staff at the Project & Environmental Review Committee (PRC) meeting on March 24, 2022 as a six-lot subdivision project. The project included a bio-retention basin on the northern portion of the site, adjacent to Corona Avenue. Initially, the basin was needed because the northern portion of the project site is in a Special Flood Hazard Area (SFHA), which applies to areas that have a 1-percent or greater chance of flooding in any given year. However, a previously approved 60-unit residential condominium development ("Tuscany Villa project") located across Corona Avenue will be installing a 12-foot by 6-foot reinforced concrete box storm drain on their property, which will convey an adjacent floodway. This storm drain improvement will address flooding in the area, which will remove the Special Flood Hazard Area (SFHA) designation, thereby making the northern portion of the proposed project (TTM 36864) available for development.

The applicant became aware of the storm drain improvements while they were updating plans to address the comments from the PRC meeting. As a result, the applicant revised their six-lot subdivision to remove the bio-retention basin, replacing it with an additional single-family residential lot (Lot 1). The applicant subsequently updated the project plans and technical studies to reflect a

seven-lot single-family residential subdivision.

The adjacent Tuscany Villa project was conditioned by the City's Development Services Division to process a Conditional Letter of Map Revision with the Federal Emergency Management Agency (FEMA), which will update the Flood Insurance Rate Map to remove the SFHA designation. The Tuscany Villa project is currently in the Building Division plan check process, and a map revision letter has been submitted to FEMA. A condition of approval has been added to TTM 36864 to ensure that the approval of the Map Revision for the Tuscany Villa project occurs prior to the development on Lot 1.

PROJECT DESCRIPTION

Site Layout

Tentative Tract Map 36864 proposes to subdivide 2.09 acres into seven (7) lots for single-family residential purposes and one lettered lot for street dedication purposes (Exhibit 2). The project site is zoned R-1-7.2 which requires a minimum lot area of 7,200 square feet for newly created lots. In addition, new lots are required to have a minimum lot width and depth of 65 feet and 100 feet, respectively. The proposed lots range in size from 7,448 square feet to 14,041 square feet and comply with the minimum lot width and depth requirements of the zone.

The project site has a General Plan designation of Low Density Residential which permits a density range of 3-6 du/ac. The project proposes a density of 3.4 du/ac, which is within the allowable density range.

The project site abuts the right-of-way for Interstate 15 to the east, existing single-family properties to the west and south, and Corona Avenue to the north. The project is accessed from Corona Avenue by a single-loaded cul-de-sac street identified as Street "A" (Lot A) on the tentative tract map.

The seven residential lots are arranged from north to south starting with Lot 1 adjacent to Corona Avenue, and Lot 7 at the end of the Street "A" cul-de-sac. The lots are designed with the front yards oriented towards the cul-de-sac, and the back yards oriented towards the freeway. The lots are generally rectangular in shape, except for Lot 7 being at the turnaround of the cul-de-sac which contributes to the disproportionately large lot size as compared to the remainder of the development.

Table A: Lot Summary

Lot No./Letter	Lot Area (Mini. 7,200 sq. ft.)	Lot Width (Mini. 65 ft.)	Lot Depth (Mini. 100 ft.)
1	8,762	77	117
2	8,105	66	122
3	8,052	68	118
4	7,448	68	109
5	7,951	76	103

6	9,371	92	100
7	14,014	112	112
A (Street "A")	27,258	N/A	N/A

Access and Roadway Improvements

Corona Avenue is classified as a local street in the General Plan and is required to have an overall right-of-way width of 66 feet. The south half of Corona Avenue adjacent to the project site is currently improved with 22 feet of roadway pavement, curb and gutter, and an 11-foot-wide parkway, which includes a five-foot wide sidewalk. No additional widening is required for Corona Avenue adjacent to the project site. However, the applicant is required to provide landscaping for the parkway.

The lots are designed to have access from a new cul-de-sac street identified as Street "A", which is designed as a modified public local residential street having an overall right-of-way width of 42.50 feet. The east half of the street, which abuts the lots, is designed to have 18 feet of roadway pavement, curb and gutter, and a five-foot wide sidewalk located behind the curb line.

Typically, a landscaped parkway is also required within the City's public right-of-way. However, the applicant has proposed a street design that places the landscaped parkway within a five-foot wide public utility easement (PUE) in the front yards of the seven lots, immediately behind the public sidewalk. Refer to the cross-section for Street "A" in Exhibit 2. This design will allow the developer to plot the dwelling units closer to the street and farther away from the freeway, as building setbacks are measured from the property line. As the landscaped parkway will be within an easement which is required to be dedicated to the City, all future front yard fencing proposed by the developer or future homeowners within this development will need to be constructed behind the easement/landscaped parkway. Aesthetically, the streetscape for this development will look the same as a neighborhood where the landscaped parkway is placed within the public right-of-way. The Development Services Division has reviewed and approved the modified street design.

For the west half of the cul-de-sac street, the street is designed to have 18 feet of roadway pavement, curb and gutter, and 1.5 feet of parkway. Due to the size of this parkway, which will have limited plantable space, staff is allowing the applicant to improve the parkway with exposed concrete aggregate or other material as approved by the Development Services Division. No homes front this side of the street and no sidewalk is proposed, due to an abutting six-foot wide public utility easement that occurs in the back yards of the adjacent residential properties, which extends along the entire length of the project site's western boundary. In order to maintain a minimum of 28 feet of clear width for fire lane access, on-street parking is not allowed along the west side of Street "A". A condition of approval requires the cul de sac to comply with the City Fire Department's Fire Lanes Guideline.

In accordance with Corona Municipal Code §16.08.020, the City's roadway design standards state that cul-de-sacs are not to exceed 500 feet in length. The proposed cul-de-sac is 555 feet long,

which requires a waiver from the City's Board of Zoning Adjustment. As such, the applicant obtained approval for the proposed 555 feet long cul-de-sac from the Board of Zoning Adjustment on May 11, 2023 (CULW2023-0001).

The applicant submitted a sight distance analysis prepared by STC Traffic. The analysis evaluated vehicular sight distance at the intersection of the project entrance and Corona Avenue. Due to Corona Avenue's eastbound curve, the analysis recommended conditions to maintain a clear line of sight at the project driveway: (1) All future parkway landscaping on the south side of Corona Avenue, in both directions from the project entrance, shall be limited to thirty inches (30") in height; and (2) The applicant shall install "NO PARKING ANYTIME" signs on the south side of Corona Avenue, at 150 feet interval in both directions from the project entrance.

The City's Traffic Division had reviewed the prior 6-lot subdivision approved in 2017, and found the project's potential traffic impact on Corona Avenue to be insignificant. As a result, it was determined that the number of vehicle trips generated by TTM 36864's 6-lot subdivision would not impact Corona Avenue. The current 7-lot proposal is anticipated to generate additional trips beyond those previously identified; however, the City Traffic Engineer has confirmed that the amount of traffic from an additional single-family residence is insignificant, and the project as designed is not anticipated to result in additional unanticipated impacts to traffic or local roadways. Additionally, the proposal is required to pay development impact fees to offset required funding for ongoing street improvements throughout the City.

Fences and Walls

The project's conceptual grading plan in Exhibit 4 conceptually shows the perimeter fencing for the development. The applicant proposes to replace the existing chain link fence along the east boundary line of the development with wrought iron fencing. However, due to the remaining open space between the project's east boundary line and Interstate 15 sound barrier wall, staff recommends a six-foot high solid decorative block wall along the east boundary line. A short retaining wall with a six-foot high decorative block wall is proposed along the street side lot line (north perimeter) of Lot 1, adjacent to Corona Avenue. A six-foot high decorative block wall is proposed along the south boundary line, which is the rear lot line of Lot 7. Perimeter fences and walls are typically reviewed with the site plan and architecture of the homes as part of the residential tract's precise plan application, which is a separate submittal. Therefore, based on the applicant's intent to develop the seven lots himself, the details of the perimeter walls will be brought before the Planning and Housing Commission as part of a future precise plan application.

ENVIRONMENTAL ANALYSIS:

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

recommended for adoption (Exhibit 6).

FISCAL IMPACT

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

PUBLIC NOTICE AND COMMENTS

A 20-day public notice for the original six (6) lot subdivision was initially mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site on March 10, 2023. As the project was redesigned to accommodate seven residential lots and one lettered lot for street dedication, a re-notice was provided to property owners within a 500-foot radius of the project site and advertised in the Sentinel Weekly News on May 12, 2023 to notify the public of the minor change in the project description. As of the preparation of this report, the Planning and Development Department has not received any response from the public regarding to the project.

STAFF ANALYSIS

The proposed seven-lot subdivision complies with the required minimum lot area, lot width and lot depth requirements of the R-1-7.2 zone. Furthermore, the project complies with the General Plan, as the project's density of 3.4 du/ac is within the General Plan's allowable density range of 3 to 6 du/ac for the Low Density Residential designation. The proposed single-family subdivision will result in development that is compatible with existing single-family residences in the immediate area that share the same R-1-7.2 zoning.

The proposed subdivision provides adequate access to the development and will install landscaping and signage, as conditioned, to ensure safe access to the project entrance. All required public improvements will be completed or guaranteed with this development.

The Planning and Development Department recommends approval of TTM 36864 based on the following findings and recommended conditions of approval in Exhibit 3.

FINDINGS OF APPROVAL FOR TTM 36864

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:
 - a. The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit 3.*
 - b. There is no substantial evidence before the City that the revised project may have a significant effect.*

2. None of the conditions provided in Section 66474 of the California Government Code exists for the following reasons:

- a. *The proposed map is consistent with the General Plan designation of Low Density Residential which prescribes a density range from 3 to 6 dwelling units per acre and is in accordance with the goals and policies related to the project site and residential development in general.*
- b. *The design or improvement of the proposed subdivision is consistent with the city's subdivision standards and development standards established by the Corona Municipal Code for the R-1-7.2 zone with respect to minimum lot area, width and depth.*
- c. *The site is suitable for the type of development proposed and offers adequate access from Corona Avenue.*
- d. *The site is physically suitable for the proposed density of development as the site is capable of accommodating the seven lots and an internal public street that is designed to meet city standards.*
- e. *The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat because the project's Initial Study and Mitigated Negative Declaration have determined that potential environmental impacts are capable of being mitigated to less than significant levels.*
- f. *The proposed subdivision will not result in adverse impacts to public health, safety or general welfare because the project adheres to the development standards of the zone in which it is located, promoting orderly development of the project site and the improvements associated with the project adhere to city standards.*
- g. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because no such easements exist on the project site, or the easements are being protected in place or relocated elsewhere on the project site.*

3. Pursuant to California Government Code Section 66473.5, consistency with applicable General Plan or Specific Plan does exist for the following reason:

- a. *The General Plan's Low Density Residential designation allows for 3 to 6 dwelling units per acre. The proposed seven-lot subdivision would result in a density of 3.4 dwelling units per acre which is within the prescribed density range.*

4. Pursuant to California Government Code Section 66474.6, the discharge of waste from the proposed subdivision into existing community sewers would not result in violation of existing requirements presented by the Santa Ana Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code for the following reason:

- a. *The amount of discharge produced by the development does not exceed the limit established by the Santa Ana Regional Water Quality Control Board as monitored by the city's Utilities Department.*

5. Pursuant to California Government Code Section 66473.1, the design of the subdivision would provide, to the extent feasible, for future passive or natural heating or cooling opportunities for the following reason:

a. The design of the subdivision allows future structures to be in an east-west orientation, which can maximize southern exposure. Additionally, future residential structures are subject to requirements on the California Residential Building Codes and Building Energy Efficiency Standards (Title 24).

6. The proposal is in conformance with the standards of the R-1-7.2 Zone for the following reason:

a. Single family residential use is a permitted use within the R-1-7.2 zone, and the subdivision design is consistent with the subdivision standards with regards to minimum lot area, width and depth requirements.

7. The proposal is in conformance with Title 16 (Subdivisions) of the Corona Municipal Code for the following reasons:

- a. The proposed map meets the City's subdivision standards for minimum lot area, width, and depth requirements, and street access.*
- b. The length of the cul-de-sac (Lot "A") has been approved by the Board of Zoning Adjustment at 555 feet in length.*
- c. Required public improvements are guaranteed with this subdivision, as provided by the Conditions of Approval.*

PREPARED BY: EVA CHOI, ASSOCIATE PLANNER

REVIEWED BY: SANDRA YANG, SENIOR PLANNER

REVIEWED BY: JAY EASTMAN, PLANNING MANAGER

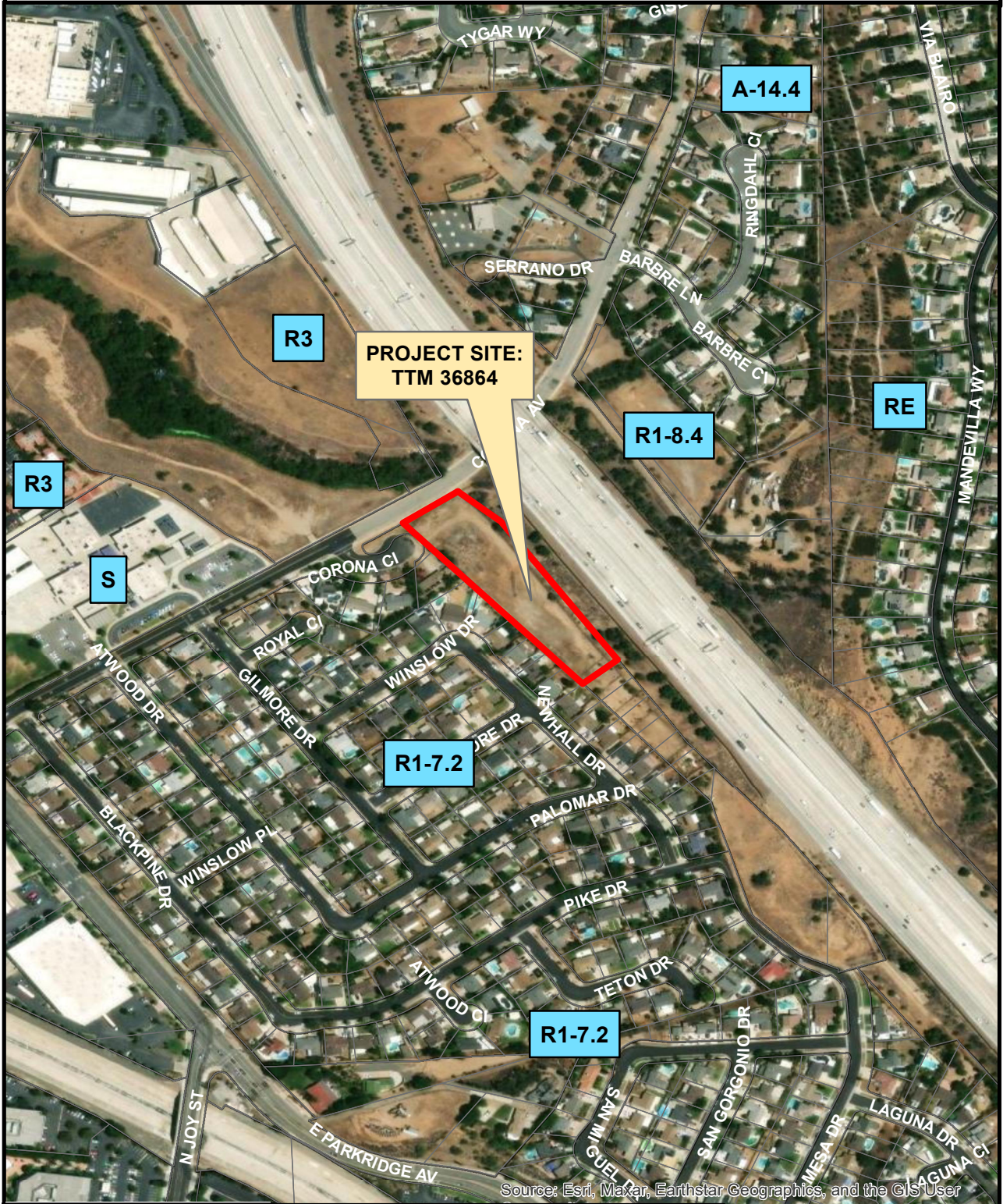
SUBMITTED BY: JOANNE COLETTA, PLANNING & DEVELOPMENT DIRECTOR

EXHIBITS

1. Locational and Zoning Map
2. Tentative Tract Map 36864
3. Conditions of Approval
4. Conceptual Grading Plan
5. Applicant's letter dated May 5, 2023, giving required subdivision information
6. Environmental Documentation

Case Planner: Eva Choi (951) 736-2262

LOCATIONAL & ZONING MAP



TTM 36864
Applicant:
Fathi Manasrah

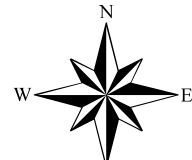


EXHIBIT 1

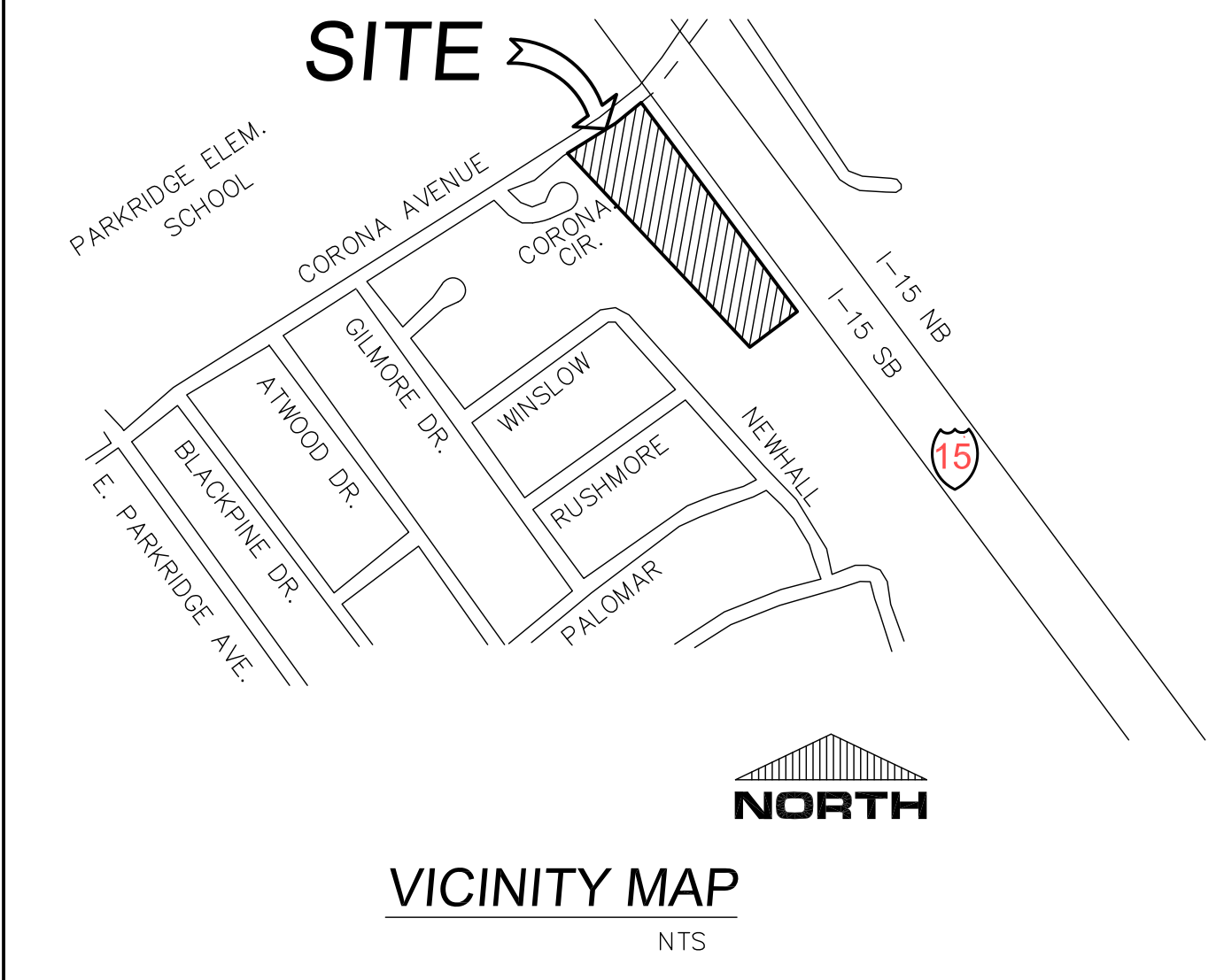
TENTATIVE TRACT 36864

APN. 122-180-027

7 - LOT RESIDENTIAL SUBDIVISION

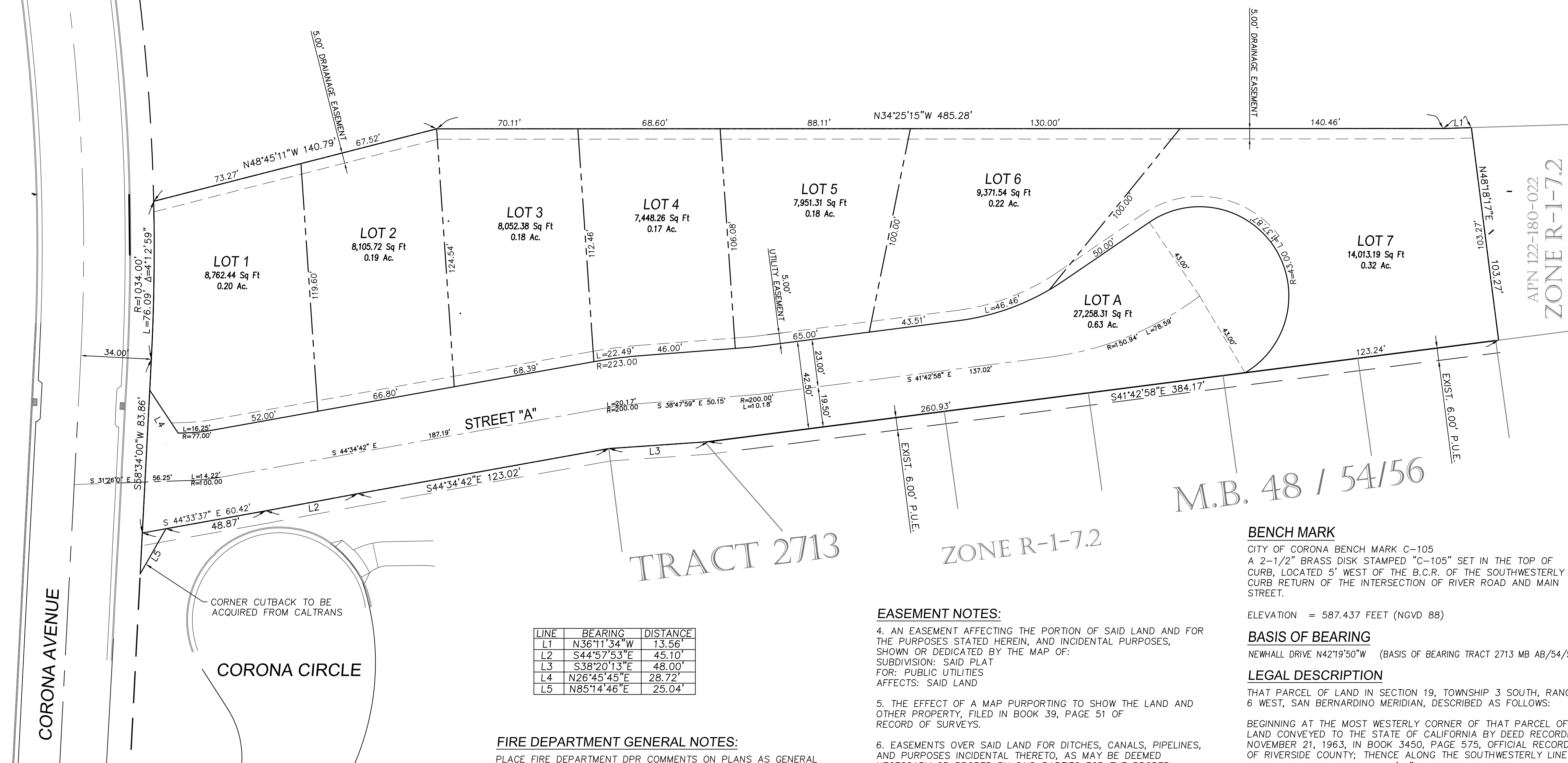
MARCH 2023

I-15 FREEWAY SAKE ENGINEERS INC.



NORTH

VICINITY MAP
NTS



APN 122-180-022
ZONE R-1-7.2

M.B. 48 / 54/56

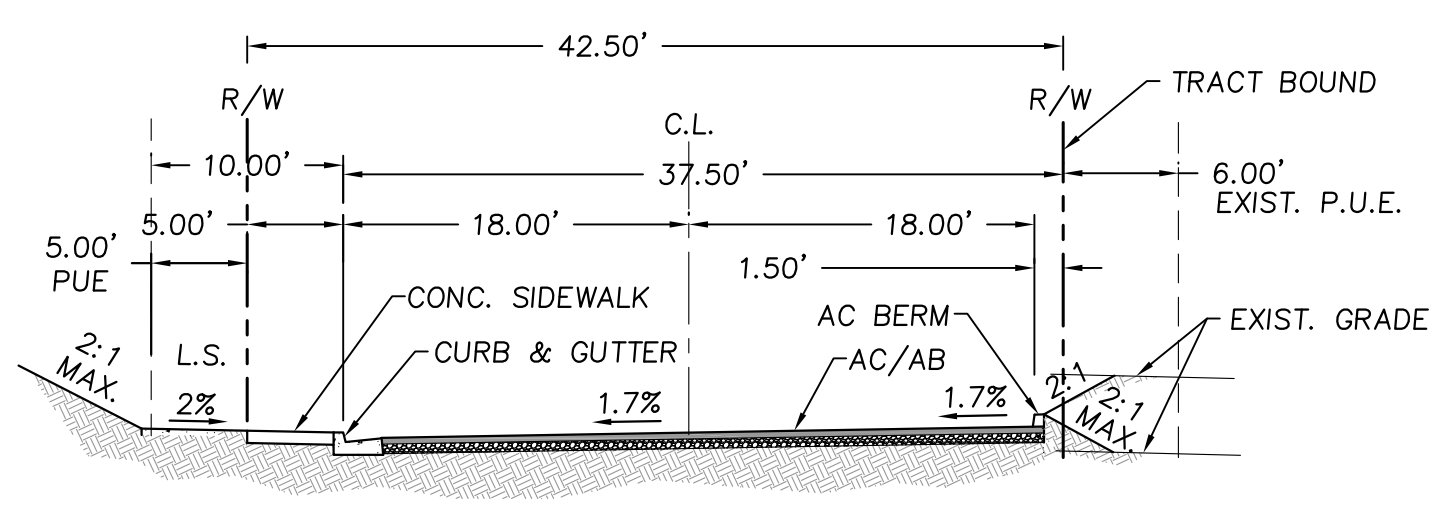
TRACT 2713

ZONE R-1-7.2

LINE	BEARING	DISTANCE
L1	N36°11'34"W	13.56'
L2	S44°57'53"E	45.10'
L3	S38°20'13"E	48.00'
L4	N26°45'45"E	28.72'
L5	N85°14'46"E	25.04'

FIRE DEPARTMENT GENERAL NOTES:
PLACE FIRE DEPARTMENT DPR COMMENTS ON PLANS AS GENERAL NOTES.

- ANY REVISED SITE PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR SCREEN CHECK APPROVAL PRIOR TO BUILDING PLAN SUBMITTAL.
- DEAD END ACCESS DRIVES SHALL NOT EXCEED ONE HUNDRED FIFTY (150) FEET IN LENGTH.
- PROVIDE TURN-AROUND FOR ACCESS DRIVE(S) MEETING FIRE DEPARTMENT STANDARDS/APPROVAL.
- STREET AND DRIVE GRADES SHALL NOT EXCEED 10% UNLESS APPROVED BY THE FIRE CHIEF AND CITY ENGINEER.
- A MINIMUM FIRE FLOW OF 1500 GALLONS PER MINUTE AT 20 PSI SHALL BE PROVIDED FOR ONE- AND TWO-FAMILY DWELLINGS.
- FIRE HYDRANTS ARE TO BE SPACED A MAXIMUM 300 FEET APART, ONE- AND TWO-FAMILY DWELLINGS ONLY.
- PROVIDE ONE-HOUR CONSTRUCTED EAVES FOR ALL HOMES LOCATED WITHIN TWO HUNDRED (200) FEET OF WILDLAND AREAS. ENTIRE HOUSE PERIMETER SHALL COMPLY.
- PROVIDE CLASS A ROOFING MATERIAL ON ALL STRUCTURES PER THE CORONA MUNICIPAL CODE.
- GROVES AND WEED ABATEMENT SHALL BE MAINTAINED SO AS NOT TO POSE A FIRE HAZARD UNTIL TIME OF DEVELOPMENT.
- A SPECIFIC ADDRESS, ASSIGNED BY THE CITY OF CORONA, PUBLIC WORKS DEPARTMENT, SHALL BE PROVIDED FOR EACH BUILDING AS SPECIFIED BY THE FIRE DEPARTMENT ADDRESS STANDARD WHICH CAN BE OBTAINED AT CORONA.CA.GOV/FIRE. ADDRESSES MUST BE ILLUMINATED DURING ALL HOURS OF DARKNESS.
- AT NO TIME SHALL FIRE HYDRANTS OR FIRE LANES BE BLOCKED BY BUILDING MATERIALS, STORAGE, EQUIPMENT, AND/OR VEHICLES.
- RESIDENTIAL FIRE SPRINKLERS SHALL BE INSTALLED PER CALIFORNIA FIRE AND RESIDENTIAL CODE, AND NFPA 13.



STREET "A"
(TYPICAL SECTION)
MODIFIED STD. 111 (PUBLIC)

BENCH MARK
CITY OF CORONA BENCH MARK C-105
A 2-1/2" BRASS DISK STAMPED "C-105" SET IN THE TOP OF CURB, LOCATED 5' WEST OF THE B.C.R. OF THE SOUTHWESTERLY CURB RETURN OF THE INTERSECTION OF RIVER ROAD AND MAIN STREET.

ELEVATION = 587.437 FEET (NGVD 88)

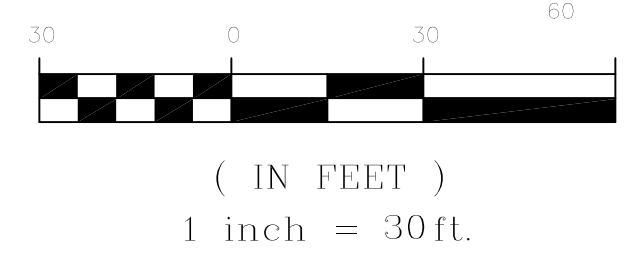
BASIS OF BEARING
NEWHALL DRIVE N42°19'50"W (BASIS OF BEARING TRACT 2713 MB AB/54/56)

LEGAL DESCRIPTION
THAT PARCEL OF LAND IN SECTION 19, TOWNSHIP 3 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF THAT PARCEL OF LAND CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED NOVEMBER 21, 1963, IN BOOK 3450, PAGE 575, OFFICIAL RECORDS OF RIVERSIDE COUNTY; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL, SOUTH 41°41'51" EAST, 384.24 FEET; THENCE NORTH 48°18'09" EAST, 103.64 FEET TO THE NORTHEASTERLY LINE OF SAID PARCEL; THENCE ALONG SAID NORTHEASTERLY LINE, NORTH 36°11'42" WEST, 13.56 FEET; THENCE CONTINUING ALONG SAID NORTHEASTERLY LINE, NORTH 34°25'23" WEST, 352.92 FEET TO THE NORTHWEST LINE OF SAID PARCEL; THENCE NORTH 34°25'23" WEST 132.91 FEET, THENCE NORTH 48°45'29" WEST, 140.73 FEET TO THE SOUTH LINE OF CORONA AVENUE AS SHOWN ON DIVISION OF HIGHWAYS MAP, RECORDED AS MAP 205-159, OFFICIAL RECORDS OF SAID COUNTY; SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1034.00 FEET; THENCE ALONG SAID CURVE AND SAID SOUTH LINE FROM A TANGENT BEARING OF SOUTH 54°20'59" WEST, THROUGH A CENTRAL ANGLE OF 04°13'01", AN ARC DISTANCE OF 76.10 FEET; THENCE SOUTH 58°34'00" WEST, 83.86 FEET; THENCE LEAVING SAID SOUTH LINE SOUTH 44°30'21" EAST, 60.37 FEET; THENCE SOUTH 44°54'35" EAST, 45.06 FEET; THENCE SOUTH 44°31'24" EAST 122.92 FEET; THENCE SOUTH 38°21'44" EAST, 48.00 FEET TO THE POINT OF BEGINNING.

- EASEMENT NOTES:**
- AN EASEMENT AFFECTING THE PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED BY THE MAP OF:
SUBDIVISION: SAID PLAT
FOR: PUBLIC UTILITIES
AFFECTS: SAID LAND
 - THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 39, PAGE 51 OF RECORD OF SURVEYS.
 - EASEMENTS OVER SAID LAND FOR DITCHES, CANALS, PIPELINES, AND PURPOSES INCIDENTAL THERETO, AS MAY BE DEEMED NECESSARY OR PROPER BY SAID PARTIES FOR THE PROPER IRRIGATION OF ANY OTHER LANDS IN THE JURUPA RANCHO, OR FOR SUPPLYING OF THE MAIN CANAL WITH WATER, PROVIDED, HOWEVER, THAT SUCH DITCHES SHALL, WHEN PRACTICABLE, FOLLOW THE LINES OF THE SURVEYS SUBDIVISION OF THE JURUPA RANCHO, IN FAVOR OF THE STEARNS RANCHOS COMPANY AND JURUPA LAND AND WATER COMPANY, THEIR SUCCESSORS OR ASSIGNS.
 - AN EASEMENT FOR WATER PIPES AND DITCHES, FLUMES AND CONDUITS AND INCIDENTAL PURPOSES, RECORDED AUGUST 27, 1900 IN BOOK 112 OF DEEDS, PAGE 122.
IN FAVOR OF: JOHN FITACHER MOULTON AND HERBERT BULKLEY PRAED
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
 - AN EASEMENT FOR ROADS, PIPELINES, WATER CONDUITS, POWER LINES, TELEPHONE AND TELEGRAPH LINES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 7, 1911 IN BOOK 324 OF DEEDS, PAGE 389.
IN FAVOR OF: HERBERT BULKLEY PRAED AND CHARLES GRANVILLE KEKEWICH
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
 - AN EASEMENT FOR ELECTRIC LINES AND TELEPHONE POLES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 26, 1962 AS INSTRUMENT NO. 99640 OF OFFICIAL RECORDS.
IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY
AFFECTS: AS DESCRIBED THEREIN

GRAPHIC SCALE



OWNER:
FATHI MANASRAH, P.E.
AL-WAAFA FAMILY TRUST
9319 ALTA CRESTA AVENUE
RIVERSIDE, CA 92506
TEL. (951) 581-2330

CIVIL ENGINEER:
SAKE ENGINEERS, INC.
400 S. RAMONA AVE. STE. 202
CORONA, CA 92879
TEL. (951) 279-4041

ARCHITECT:
A.K.A. & ASSOCIATES INC.
BUILDING DESIGNERS / ENGINEERS
2222 KANSAS AVE. SUITE K
RIVERSIDE, CA 92507
(951) 684-4222

SOIL ENGINEER:
HAYTHAM NABILSI, GE 2375
GEMAT TESTING LABORATORIES, INC.
9980 INDIANA AVENUE, SUITE 14
RIVERSIDE, CA 92503

LOT INFO:

LOT	LOT WIDTH	LOT DEPTH	LOT SIZE	PAD SIZE
1	77'	117'	8,762 SF	6,812 SF
2	66'	122'	8,106 SF	6,106 SF
3	68'	118'	8,052 SF	6,199 SF
4	68'	109'	7,448 SF	5,954 SF
5	76'	103'	7,951 SF	6,291 SF
6	92'	100'	9,372 SF	7,021 SF
7	112'	112'	14,013 SF	11,101 SF
AVERAGE	80'	112'	9,101 SF	7,069 SF

LOT "A" - STREET DEDICATION (555 L.F.)

NOTE:
ONE PHASE AND ONE FINAL MAP IS PLANNED FOR THE PROJECT

ZONING INFO
GROSS AREA: 90853 SQ. FT. (2.09 AC)
NET AREA= 63,959 SQ. FT. (1.46 AC)
EXISTING LAND USE - VACANT
EXISTING ZONING: R-1-7.2
GENERAL PLAN DESIGNATION=LDR (3-6 D.U./ AC.)
PROPOSED DENSITY=3.4 D.U. /AC.
PROPOSED LAND USE - SINGLE FAMILY RESIDENTIAL

EXHIBIT 2		
REVISIONS	DATE	BY

TENTATIVE TRACT 36864

TENTATIVE MAP
CITY OF CORONA

SCALE: 1" = 30'	SAKE ENGINEERS, INC. ENGINEERING • SURVEYING • LAND DEVELOPMENT 400 S. RAMONA AVE., STE. 202 CORONA, CALIFORNIA 92879 (951) 279-4041 FAX: (951) 279-2830	J.N. 3360
DATE: 5/8/2023		SHEET 1
DRAWN: RL		OF 1 SHEETS
DESIGNED: SA		DWG. NO.
CHECKED: SA		DATE:
PLN CK REF:	PREPARED BY: <i>S. Akbarpour</i>	R.C.E. NO. 53038





Project Conditions

City of Corona

Project Number: TTM2022-0001

Description: **TTM 36864 - 7 SFR Lots**

Applied: **2/28/2022**

Approved:

Site Address: **0 0 CORONA, CA 0**

Closed:

Expired:

Status: **RECEIVED**

Applicant: **FATHI MANASRAH**

Parent Project:

9319 Alta Cresta Ave Riverside CA, 92508

Details:

LIST OF CONDITIONS

DEPARTMENT	CONTACT
FIRE	Cindi Schmitz
	<ol style="list-style-type: none"> 1. All projects shall comply with the City of Corona Fire Department Site Construction Standard. A copy of which is available at the coronaca.gov. Projects shall have approved all weather access from two (2) directions and fire hydrants providing the required fire flow tested and accepted prior to combustible construction. 2. Provide turn-around for access drive(s) meeting Fire Department standards/approval. 3. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s). 4. Street and drive grades shall not exceed 10% unless approved by the Fire Chief and City Engineer. 5. A minimum fire flow of 1500 gallons per minute at 20 psi shall be provided for one- and two-family dwellings. 6. Fire hydrants are to be spaced a maximum 300 feet apart, one- and two-family dwellings only 7. Provide Class A roofing material on all structures per the Corona Municipal Code. 8. Groves and weed abatement shall be maintained so as not to pose a fire hazard until time of development. 9. A specific address, assigned by the City of Corona, Development Services Division, shall be provided for each building as specified by the fire department address standard which can be obtained at coronaca.gov/fire. Addresses must be illuminated during all hours of darkness. 10. Residential Fire Sprinklers shall be installed per California Fire and Residential Code, and NFPA 13. 11. In order to meet the minimum fire lane width of 28 feet, on-street parking is limited to one side of the street. 12. On one side of the street, "No Parking" fire lane signs shall be installed per the City of Corona Fire Lane Guidelines.
PLANNING	Eva Choi
	<ol style="list-style-type: none"> 1. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.

EXHIBIT 3



Project Conditions

City of Corona

PLANNING	Eva Choi
<ol style="list-style-type: none"> 2. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition. 3. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances, including the payment of all required fees. All development and use of this site shall conform to the requirements of the R-1-7.2 (Single Family Residential, 7,200 square foot minimum lots) zone and the Low Density Residential designation in the General Plan. 4. All retaining wall exposed to the street shall be constructed of decorative masonry. 5. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration prepared for TTM 36864. 6. At the time of the map's plan check submittal, the applicant shall submit lot closure calculations for the lots to the Planning and Development Department for review. 7. The project is subject to Riverside County's Multiple Species Habitat Conservation Plan fee, which shall be paid at the time of building permit issuance. 8. Provide a decorative perimeter wall along the west tract boundary line. 9. The tentative tract map shall be recorded prior to issuance of a building permit. 10. Prior to issuance of a grading permit for Lot 1, City staff shall have written confirmation from the Federal Emergency Management Agency that the Tuscan Villa residential development has received approval for a Conditional Letter of Map Revision which effectively remove TTM 36864 from the Special Flood Hazard Area thereby allowing development on Lot 1. 	

PUBLIC WORKS	
<ol style="list-style-type: none"> 1. The Planning and Development Department, Public Works Department, and Utilities Department conditions of approval for the subject application shall be completed at no cost to any government agency. All questions regarding the intent of the conditions shall be referred to the Planning and Development Department, Development Services Division. Should a conflict arise between City of Corona standards and design criteria and any other standards and design criteria, City of Corona standards and design criteria shall prevail. 2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions. 3. Prior to map recordation or issuance of grading permit, the applicant shall demonstrate to the satisfaction of the Public Works Director that the proposed subdivision will not unreasonably interfere with the use of any easement holder of the property. 4. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch Mylar and signed by a registered civil engineer or other registered/licensed professional as required. 5. The submitted tentative tract map shall correctly show all existing easements, traveled ways, and drainage courses. Any omission or misrepresentation of these documents may require said tentative tract map to be resubmitted for further consideration. 6. The tentative tract shall be recorded as one final tract map, and shall be developed as one tract. Financial security shall be provided for all improvements within the tract prior to final tract map approval. 7. In the event that off-site right-of-way or easements are required for the City of Corona master plan facilities to comply with these conditions of approval, the developer is required to secure such right-of-way or easements at no cost to the City. 8. All existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Corona ordinances. 9. Prior to issuance of a Certificate of Occupancy, the developer shall cause the engineer of record to submit project base line work for all layers in AutoCAD DXF format on Compact Disc (CD) to the Public Works Department. If the required files are unavailable, the developer shall pay a scanning fee to cover the cost of scanning the as-built plans. 	



Project Conditions

City of Corona

PUBLIC WORKS

10. The developer shall monitor, supervise and control all construction and construction related activities to prevent them from causing a public nuisance including, but not limited to, insuring strict adherence to the following:
 - a) Removal of dirt, debris or other construction material deposited on any public street no later than the end of each working day.
 - (b) Construction operations, including building related activities and deliveries, shall be restricted to Monday through Saturday from 7:00 a.m. to 8:00 p.m., excluding holidays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays, in accordance with City Municipal Code 15.04.060, unless otherwise extended or shortened by the Public Works Director or Building Official.
 - (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code. In addition, the Public Works Director or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

11. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall finish the construction or post security guaranteeing the construction of all public improvements. Said improvements shall include, but are not limited to, the following:
 - a) All street facilities on Street "A" and Corona Avenue.
 - b) All drainage facilities including the construction or reconstruction of catch basins and storm drain pipe as required by the approval Drainage Study and Public Improvement Plans.
 - c) All required grading, including erosion control.
 - d) All required sewer and water facilities.
 - e) All required landscaping facilities.
 - f) All under grounding of overhead utilities, except for cables greater than 32k volts.
12. All the grading design criteria shall be per City of Corona standards, Corona Municipal Code Title 15 Chapter 15.36 and City Council Ordinance Number 2568, unless otherwise approved by the City Engineer or qualified designee.
13. Prior to approval of grading plans, the applicant shall submit two (2) copies of a soils and geologic report prepared by a Registered Engineer to the Planning and Development Department, Development Services Division. The report shall address the soil's stability and geological conditions of the site. If applicable, the report shall also address: deep seated and surficial stability of existing natural slopes; modified natural slopes which are subject to fuel zones; manufactured slopes and stability along proposed daylight lines; minimum required setbacks from structures; locations and length of proposed bench drains, sub-drains or french drains; and any other applicable data necessary to adequately analyze the proposed development.
14. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Planning and Development Department, Development Services Division.
15. Prior to approval of grading plans, the applicant shall obtain a General Construction Activity Storm Water Permit from the State Water Resources Control Board in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. Proof of filing a Notice of Intent (NOI) will be required by the City. The WDD # shall be displayed on the title sheet of the grading plans.
16. Prior to approval of grading plans, the applicant shall comply with the Federal Clean Water Act and shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be available at the project site for review.
17. Prior to issuance of grading permit or construction of any improvements, a letter will be required from a qualified botanist, plant taxonomist or field biologist specializing in native plants, stating that an investigation and/or eradication of scale broom weed (*Lepidospartum Squamatum*) has been completed.
18. Prior to the issuance of a grading permit the developer shall submit recorded slope easements or written letters of permission from adjacent landowners for any areas where grading is proposed to take place outside of the project boundaries.
19. Prior to issuance of building permits, the developer shall cause the civil engineer of record and soils engineer of record for the approved grading plans to submit pad certifications and compaction test reports for the subject lots where building permits are requested.



Project Conditions

City of Corona

PUBLIC WORKS

20. Prior to release of grading security, the developer shall cause the civil engineer of record for the approved grading plans to submit a set of as-built grading plans with respect to Water Quality Control facilities.
21. Prior to issuance of any grading permit, any environmental Phase I and Phase II findings and recommended actions to remove contamination resulting from previous use of the subject site shall be implemented.
22. All City of Corona NPDES permit requirements for NPDES and Water Quality Management Plans (WQMP) shall be met per Corona Municipal Code Title 13 Chapter 13.27 and City Council Ordinance Numbers 2291 and 2828 unless otherwise approved by the Public Works Director.
23. Prior to the issuance of a grading permit, a Final WQMP, prepared in substantial conformance with the approved Preliminary WQMP, shall be submitted to the Planning and Development Department, Development Services Division for approval. Upon its final approval, the applicant shall submit one copy on a CD-ROM in PDF format.
24. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP.
25. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to the future homeowners and/or occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.
26. Prior to issuance of Certificate of Occupancy, the applicant shall ensure all structural post construction BMPs identified in the approved project specific Final WQMP are constructed and operational.
27. All the drainage design criteria shall be per City of Corona standards and the Riverside County Flood Control and Water Conservation District standards unless otherwise approved by the Public Works Director.
28. The project site or portion of it lies within an unmapped area or flood plain identified by FEMA for the flood plain zones-boundaries. Prior to approval of any grading plans, the applicant shall ensure that a Conditional Letter of Map Revision (CLOMR) has been filed and secure FEMA's approval for construction. Prior to the issuance of the Certificate of Occupancy the applicant shall secure FEMA's approval for the Letter of Map Revision (LOMR).
29. Prior to recordation or approval of any improvement plans, the applicant shall submit a detailed hydrology study. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices. The hydrology study shall present a full breakdown of all the runoff generated on- site. The study shall also evaluate the impacts of this project on off-site areas including the capacity of Corona Avenue and existing storm drain infrastructure.
30. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall address the following: The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site. The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow. All residential lots shall drain toward the street unless otherwise approved by the City Engineer. Lot drainage to the street shall be by side yard swales independent of adjacent lots or by an underground piping system.
31. Street design criteria and cross sections shall be per City of Corona standards, approved Specific Plan design guidelines and the State of California Department of Transportation Highway Design Manual unless otherwise approved by the Public Works Director.
32. Prior to map recordation or issuance of a building permit, whichever comes first, the applicant shall offer for dedication all required street rights-of-way for Street "A" (36 feet curb to curb, 42.5 feet total width) and rededicate any underlying ownership on Corona Avenue across the project frontage as a separate lettered lot. The applicant shall also dedicate a 5-foot public utility easement (PUE) along the northeasterly right-of-way line of Street "A". Said dedications shall continue in force until the City accepts or abandons such offers. All dedications shall be free of all encumbrances and approved by the Public Works Director.
33. Prior to map recordation, the applicant shall release and relinquish all vehicular access rights to the City of Corona along Corona Avenue, except at approved intersections.



Project Conditions

City of Corona

PUBLIC WORKS

34. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
 - a) All local and/or major arterial highways' vertical and horizontal alignments shall be approved by the Director of the Public Works Department.
 - b) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
 - c) All street intersections shall be at ninety (90) degrees or as approved by the Public Works Director.
 - d) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
 - e) Under grounding of existing and proposed utility lines.
 - f) Street lights.
 - g) All other public improvements shall conform to City of Corona standards.
35. Prior to approval of improvement plans, the improvement plans shall show all the streets to be improved to half width plus ten (10) additional feet unless otherwise approved by the Public Works Director. At the discretion of the applicant, the existing pavement maybe cored to confirm adequate section and R values during the design process and any findings shall be incorporated into the project design. Therefore improvements may include full pavement reconstruction, grind and overlay, or slurry seal. All striping shall be replaced in kind.
36. Prior to release of public improvement security, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Planning and Development Department, Development Services Division.
37. Prior to acceptance of improvements, the Public Works Director may determine that aggregate slurry, as defined in the Standard Specifications for Public Works Construction, may be required one year after acceptance of street(s) by the City if the condition of the street(s) warrant its application. All striping shall be replaced in kind. The applicant is the sole responsible party for the maintenance of all the improvements until said acceptance takes place.
38. Prior to recordation of the final map, all street names shall be approved by the Public Works Director.
39. All the potable water, reclaimed water, and sewer design criteria shall be per City of Corona Utilities Department standards and Riverside County Department of Health Services Standards unless otherwise approved by the Public Works and Utilities Department Directors.
40. Prior to issuance of any building permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Chief.
41. Prior to final map recordation, the developer shall construct or guarantee the relocation of the existing 6-inch water main shown in Lot 1 to Corona Avenue and Street "A". The relocated water main and the section of the existing main within Street "A" shall be constructed with 8-inch DIP and designed per the Utilities Department design policy, standard plans, and specifications. The location and terminus of the relocated water main shall be subject to the approval of the Utilities Department.
42. Prior to issuance of the first Certificate of Occupancy, all weather access road(s) shall be provided to all sewer manholes not located within public right-of-way.
43. Prior to improvement plans approval, the applicant shall ensure that all water meters, fire hydrants or other water appurtenances shall not be located within a drive aisle or path of travel.
44. Prior to issuance of any building permits, the developer shall pay all water and sewer fees, including but not limited to connection fees, wastewater treatment fees, sewer capacity fees and all other appropriate water and sewer fees.
45. Prior to building permit issuance, the applicant shall construct or guarantee the construction of all required public improvements including but not limited to, the potable water line, sewer line, potable water services, and sewer laterals within the public right of way and-or easements.
46. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an 8-inch Ductile Iron Pipe (DIP) water main on Street "A" in accordance with the City of Corona Utilities Department Design Policy and standards. A hydrant shall be installed at the end of the water main per the Design Policy.
47. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an 8-inch SDR 26 PVC or extra-strength VCP sewer main in Street "A" in accordance with the Utilities Department Design Policy and standards.



Project Conditions

City of Corona

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48. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.
49. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.
50. Static pressures exceeding 80 psi require an individual pressure regulator.
51. Reclaimed water shall be used for any construction activity, unless otherwise approved by the Utilities Director or their designee. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.
52. The applicant shall provide a separate irrigation water service for all CFD landscaped lots or easements.
53. The landscape plans of all parkway and Landscape Maintenance District (LMD) and Community Facilities District (CFD) lots shall be prepared by a licensed Landscape Architect and shall be submitted to the City for review and approval.
54. The developer shall install automatic irrigation to all street trees separated from adjacent residences by a fence or wall prior to the issuance of a Certificate of Occupancy.
55. Prior to map recordation the applicant shall annex this project into a City of Corona Community Facilities District (CFD) 2016-1 (Public Services) and 2016-3 (Maintenance Services). All assessable parcels therein shall be subject to annual CFD charges (special taxes or assessments). The developer shall be responsible for all costs incurred during annexation into the CFDs.
56. Prior to final map recordation the applicant shall prepare a disclosure statement indicating that the property is within an Assessment District, Community Facilities District and/or Landscape Maintenance District and will be subject to an annual levy. The disclosure statement is subject to the review and approval of the Public Works Department and shall be recorded concurrently with the final map.
57. Prior to map recordation, the applicant shall submit for approval all proposed parkway, slope maintenance, and/or landscaping easements to be granted to the Community Facilities District, including the parkways along Corona Avenue and the southwest side of Street "A". Said information shall be submitted to the Planning and Development Department, Development Services Division for approval.
58. Prior to issuance of a Certificate of Occupancy, all proposed parkway and slope maintenance landscaping specified in the tentative map or in these Conditions of Approval shall be constructed.
59. Prior to the issuance of a Certificate of Occupancy, any damage to existing landscape easement areas due to project construction shall be repaired or replaced by the developer, or developer's successors in interest, at no cost to the City of Corona.
60. Prior to map recordation, issuance of a building permit and/or issuance of a Certificate of Occupancy, the applicant shall pay all development fees, including but not limited to Development Impact Fees (DIF) per City Municipal Code 16.23 and Transportation Uniform Mitigation Fees (TUMF) per City Municipal Code 16.21. Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City Council fee resolutions and ordinances.

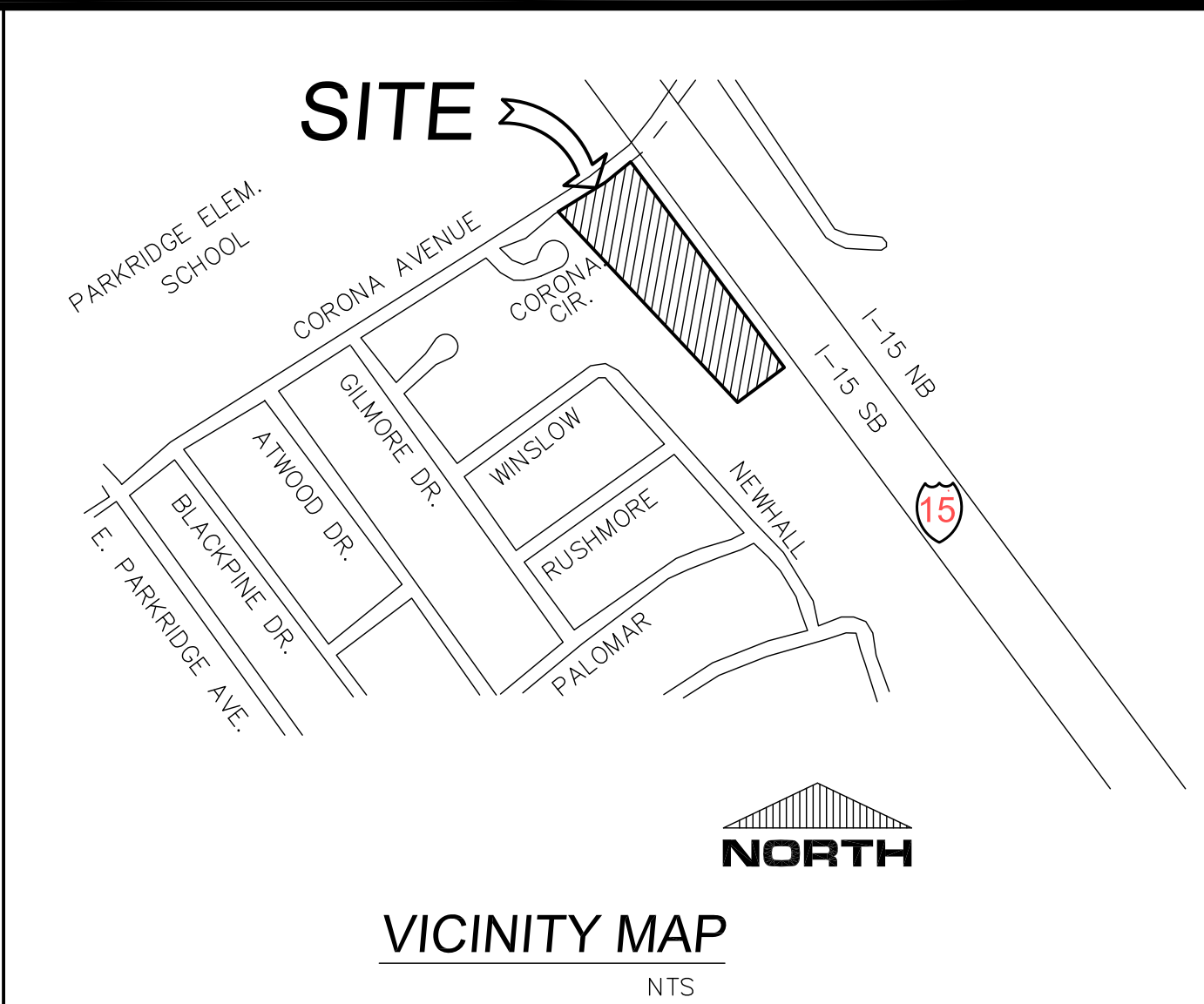
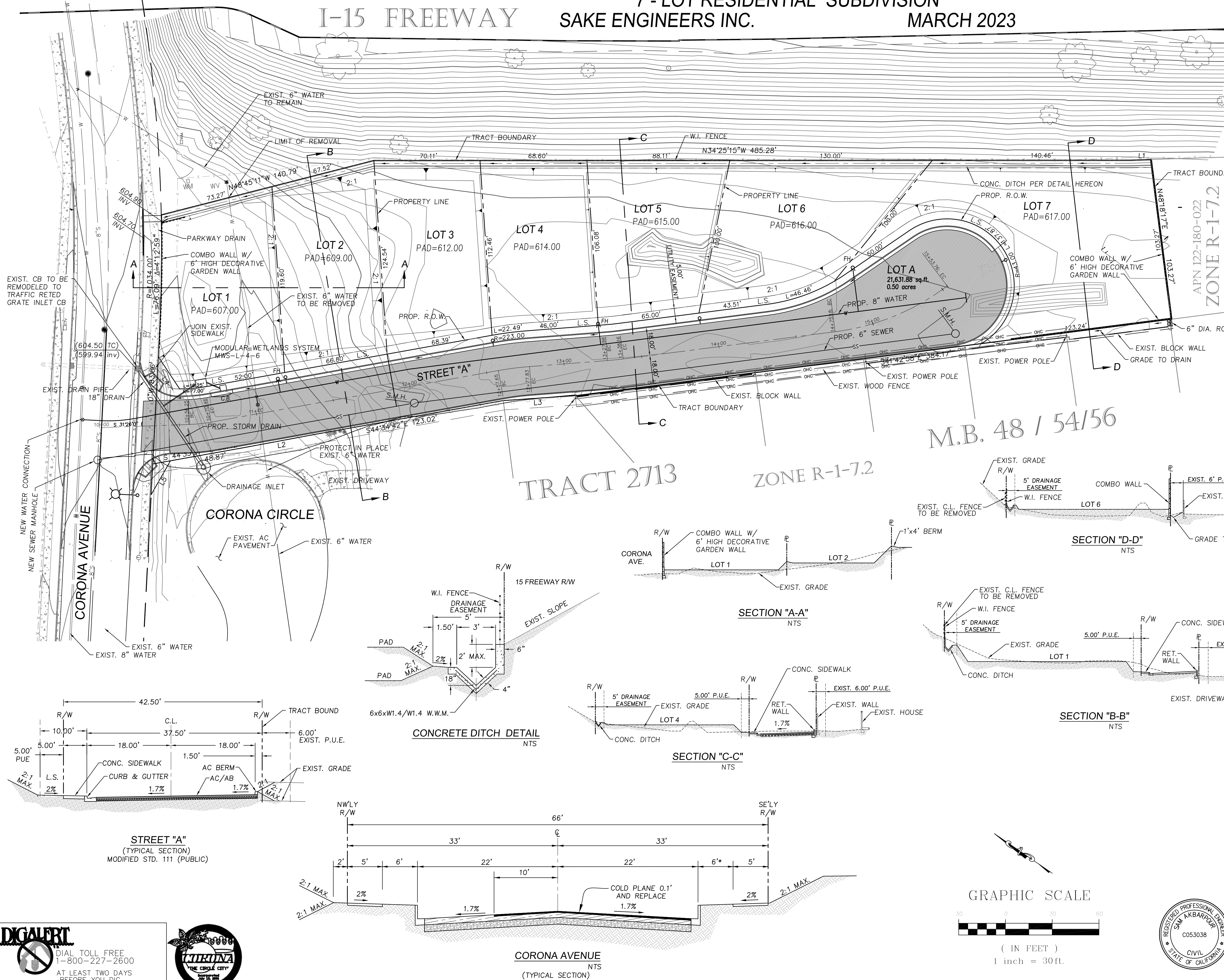
TENTATIVE TRACT 36864

APN. 122-180-027

7 - LOT RESIDENTIAL SUBDIVISION

SAKE ENGINEERS INC.

MARCH 2023



OWNER:
 FATHI MANASRAH, P.E.
 AL-WAFA FAMILY TRUST
 9319 ALTA CRESTA AVENUE
 RIVERSIDE, CA 92506
 TEL. (951) 581-2330

CIVIL ENGINEER:
 SAKE ENGINEERS, INC.
 400 S. RAMONA AVE. STE. 202
 CORONA, CA 92679
 TEL. (951) 279-4041

SOIL ENGINEER:
 HAYTHAM NABILSI, GE 2375
 GEOMAT TESTING LABORATORIES, INC.
 9980 INDIANA AVENUE, SUITE 14
 RIVERSIDE, CA 92503

BENCH MARK
 CITY OF CORONA BENCH MARK C-105
 A 2-1/2" BRASS DISK STAMPED "C-105" SET IN THE TOP OF CURB, LOCATED 5' WEST OF THE B.C.R. OF THE SOUTHWESTERLY CURB RETURN OF THE INTERSECTION OF RIVER ROAD AND MAIN STREET.
 ELEVATION = 587.437 FEET (NGVD 88)

BASIS OF BEARING
 NEWHALL DRIVE N42°19'50"W (BASIS OF BEARING TRACT 2713 MB AB/54/56)

EARTHWORK QUANTITIES:
 CUT = 3084 ± C.Y.
 FILL = 1955 ± C.Y.
 NET CUT = 1129 ± C.Y.

DISTURBED AREA:
 TOTAL DISTURBED AREA: 90,853 SQFT = 2.09 ACRES

LINE	BEARING	DISTANCE
L1	N36°11'34"W	13.56'
L2	S44°57'53"E	45.10'
L3	S38°20'13"E	48.00'
L4	N26°45'45"E	28.72'
L5	N85°14'46"E	25.04'

EXHIBIT 4

REVISIONS	DATE	BY

TENTATIVE TRACT 36864
 CONCEPTUAL GRADING PLAN
 CITY OF CORONA

SCALE: 1" = 30'	 SAKE ENGINEERS, INC. <small>ENGINEERING • SURVEYING • LAND DEVELOPMENT</small> 400 S. RAMONA AVE., STE. 202 CORONA, CALIFORNIA 92679 TEL: (951) 279-4041 FAX: (951) 279-2830	J.N. 3360
DATE: 8-24-2022		SHEET 1
DRAWN: RL	OF 1 SHEETS	
DESIGNED: SA	DWG. NO.	
CHECKED: SA	PREPARED BY: SA	R.C.E. NO. 53038
PLN CK REF:	DATE:	



Fathi Mohammed Manasrah

9319 Alta Cresta Avenue, Riverside, Ca. 92508, (951) 581-2330
fathi_49@yahoo.com

Date: May 05, 2023

To : City of Corona
RE: DPR 2021-0009, TTM 36864

Subject: Scope of Project Information letter

Dear Staff;

I am proposing to build Seven Single Family homes on the lot with APN:122-180-027, Six two story structures on lots #1 through #6 and one story structure on lot #7. Home construction will be wood frames, concrete tile roofs with stucco walls.

The lots created will be flat in nature and will be fully (Desert Type) landscaped in the front yards.

Access will be provided through newly constructed paved public road per the modified City of Corona standard #111, the new street with curb & gutter and sidewalk at one side only {The front side of the homes (SW)}. Fences will be either slump stone blocks (5' to 6' at the Southeast (Back of lot #7) and the Northwest at Corona Circle (Next to the cul-de-saq) or mixed with wrought iron at the Corona Avenue side and mixed with Chain linked at the backside of the homes (Next to CALTRANS side).

Land uses surrounding these homes consist of Single-Family Homes to the Southwest (SW) and the I-15 Freeway at the Northeast (NE).

Utilities (Water and Sewer) services will be provided by the City of Corona Utilities Department. All Utilities (Water, Sewer, Electric, Gas and Communications) will be constructed in the new street Right-away. MWS (Modular Wetlands System) will be installed at the entrance at the front of Lot #1. There are no protective covenants to be recorded.

Should you have any questions regarding the enclosed information. Please feel free to contact Fathi Manasrah at the above noted contact information. Thank you.

Sincerely,

Signed By Fathi Manasrah
.....
Fathi Manasrah

May 05, 2023
.....
Date



CITY OF CORONA
MITIGATED NEGATIVE DECLARATION

NAME AND DESCRIPTION OF PROJECT:

TTM 36864: Tentative Tract Map application to subdivide 2.09 acres into seven (7) lots for single family residential purposes and one letter lot for street dedication purposes, located on the south side of Corona Avenue and west of Interstate 15 in the R-1-7.2 Zone (Single Family Residential, 7,200 square foot minimum lot are).

PROJECT LOCATION:

South side of Corona Avenue, and west side of Interstate 15 (APN 122-180-027).

ENTITY OR PERSON UNDERTAKING PROJECT:

Fathi Manasrah
9319 Alta Cresta Avenue
Riverside, CA 92508

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

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

Date: _____

Mayor
City of Corona

Date filed with County Clerk: _____

EXHIBIT 6

CITY OF CORONA INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE: TTM 36864

PROJECT LOCATION: South side of Corona Avenue, and west of Interstate 15 (APN 122-180-027).

PROJECT PROPONENT:

Fathi Manasrah
9319 Alta Cresta Avenue
Riverside, CA 92508

PROJECT MAP:



PROJECT DESCRIPTION:

The proposed project is a tentative tract map application to subdivide the 2.09-acre project site into seven lots for single family residential development and one letter lot street dedication purposes. Access to the development is from Corona Avenue via a new cul-de-sac street that will provide vehicular access to the seven lots. The site is zoned R-1-7.2, which requires a minimum lot area of 7,200 square feet for newly created lots. The lots proposed by TTM 36864 range in size from 7,448 square feet to 14,014 square feet.

PROJECT BACKGROUND:

The project site was previously approved for a six-lot single family residential subdivision on September 19, 2017. An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared pursuant to CEQA and adopted by the City with the approval of the prior project. Mitigation measures in the areas of *Biological Resources* and *Noise* were provided in the prior IS/MND. However, due to changes to the project design and to the number of units (six to seven units), updated technical studies were commissioned to evaluate the current project. The current IS/MND is based on the updated technical studies which are referenced throughout this document. The *Biological Resources* mitigation measures in the prior IS/MND have been modified due to new information provided in the updated Biological Analysis technical study. The *Noise* mitigation measures have remained significantly the same as before. Also, the current IS/MND includes

mitigation measures in the areas of *Cultural Resources* and *Tribal Cultural Resources* which were not in the prior IS/MND.

ENVIRONMENTAL SETTING:

Site Description: The project site is an undeveloped dirt lot with vegetation. The site is secured with chain link fence on all perimeters. Corona Avenue is located to the immediate north of the site. The portion of Corona Avenue adjacent to the site is improved with roadway, curb and gutter, sidewalk, and parkway; however, the parking is missing landscaping.

Site Surroundings: Located to the north across Corona Avenue is a vacant site with the zoning of R-3 (Multiple Family Residential) that has been entitled for the development of 60 attached townhomes. Abutting the east side of the project site is the right-of-way for Interstate 15. The areas to the west and south of the project site are developed with detached single-family residences that share the same R-1-7.2 zoning as the project site.

GENERAL PLAN \ ZONING:

The project site is zoned R-1-7.2 which permits the development of single-family residential lots that have a minimum lot size of 7,200 square feet. The property has a General Plan designation of Low Density Residential (LDR), which accommodates the development of detached single family residential homes at a density ranging from three (3) to six (6) dwelling units per acre (du/ac). The project is consistent with the site's zoning and General Plan designations as the project is a subdivision of seven lots for the future development of seven detached single family dwelling units. The residential lots proposed for the project range in size from 7,448 square feet to 14,014 square feet, and the subdivision results in a density of 3.4 du/ac, which is within the allowable density range established for the LDR designation.

STAFF RECOMMENDATION:

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

- The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**
- The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**
- The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**
- The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**
- The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**
- There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: April 24, 2023

Prepared By: Eva Choi

Contact Person: Eva Choi

Phone: 951-736-2437

AGENCY DISTRIBUTION

(check all that apply)

- Responsible Agencies
- Trustee Agencies (CDFG, SLC, CDPR, UC)
- State Clearinghouse (CDFG, USFWS, Redev. Projects)
- AQMD
- Pechanga
- Soboba
- WQCB
- Other _____

UTILITY DISTRIBUTION

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

1. LAND USE AND PLANNING:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with surrounding land uses | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Physically divide established community | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The project site is zoned R-1-7.2 and has a General Plan designation of LDR. The R-1-7.2 zone is a single-family residential zone that requires a minimum lot size of 7,200 square feet, and the LDR designation allows residential development to be developed at a density from 3-6 du/ac. The proposed subdivision will result in seven lots that range in size from 7,448 square feet to 14,014 square feet. The LDR designation prescribes a density range of 3-6 du/ac and the project proposes a density of 3.4 du/ac which is within the allowable density range. Therefore, the development proposed by TTM 36864 would not conflict with the project site's zoning and General Plan designation, and no mitigation is required.

The project is surrounded by single family residential developments to the west and south. To the north is vacant land that is entitled for the development of 60 attached townhomes and Interstate 15 is located to the east of the project site.

The project site is surrounded by residential development to the west and south, and a 60-unit multiple family residential development has been entitled across Corona Avenue to the north. The proposed residential project would not conflict with the surrounding residential land uses or physically divide the established community. Therefore, no mitigation is required.

2. POPULATION AND HOUSING:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Induce substantial growth | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing housing or people | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

The existing Low Density Residential General Plan designation on the project site allows up to 6 du/ac. The 2.09 acre-project site would allow up to 12 dwelling units. The project applicant is proposing seven (7) dwelling units which yield a density of 3.4 du/ac; therefore, the project would not induce substantial growth or exceed the city's population projections established in the 2020-2040 General Plan for build-out Year 2040. Therefore, no impact would occur, and no mitigation is required.

Development of the project will not displace substantial numbers of existing housing or people as the project site is currently vacant; therefore, no mitigation pertaining to this issue is required.

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

Discussion:

A Preliminary Soil Investigation Report prepared for the project site prepared by GeoMat Testing Laboratories (November 24, 2014, update September 28, 2021) identified that there are no known active faults crossing or projecting through the site. The site does not lie within the bounds of an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zone Act. As such, the potential for ground rupture due to faulting is considered unlikely at this site. The project will be subject to city and county local codes, the latest California Building Code (CBC), and the engineering recommendations recommended in the project's geotechnical investigation report. Therefore, any potential impacts related to fault/seismic failures would be reduced to a less than significant impact and no further mitigation would be necessary.

The site is relatively flat with no slopes; therefore, landslides and grading on over 10% slopes are not expected to be an issue. The site is underlain by moderately dense alluvial material. The potential for liquefaction at the site is very low. An expansion index test was performed on a soil sample obtained from the site. Based on the laboratory test results, the soils in the upper few feet have a very low expansion potential. Therefore, no mitigation is warranted with respect to landslides, slopes, liquefaction, and expansive soils.

The entire 2.09 acre-project site will be disturbed to accommodate the project. As such, the project will involve more than 100 cubic yards of grading. According to the project's conceptual grading plan, grading on the project site would cut approximately 3,084 cubic yards, while fill taking place would comprise of approximately 1,955 cubic yards. Adherence to the city's grading regulations and the grading specifications identified in the geotechnical investigation report would ensure a less than significant impact would occur; therefore, no mitigation is required.

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

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

Discussion:

The applicant has submitted a preliminary Water Quality Management Plan (WQMP) prepared by Sake Engineers Inc. (June 23, 2021, revised April 21, 2023) to ensure that the project addresses potential water quality impacts. Development of the project site would increase the area of impermeable surface paving which will result in an increase in surface runoff. The applicant will be required to implement on site the Best Management Practices (BMPs) identified in the preliminary WQMP to minimize pollutant runoff into the City's storm water drainage system. The preliminary WQMP identified BMPs for the project's landscaping included designing landscaping that minimizes irrigation and runoff to promote surface infiltration where appropriate and to minimize the use of fertilizer and pesticides that contribute to stormwater pollution. Another BMP is to sweep sidewalks and parking areas regularly and to prevent accumulation of litter and debris. Further, the project provides a modular wetlands system to remove pollutants, trash, and debris through a biofiltration system before discharging water into the storm drain. Prior to the issuance of a grading permit, the applicant will be required to submit a final WQMP to be reviewed by the Corona Development Services Division. This will result in a less than significant impact to water quality and therefore, no mitigation is required.

Per the city's Temescal Basin Groundwater Sustainability Plan (January 2022), the project site is located in the north portion of the Temescal Groundwater Basin of the Upper Santa Ana River Valley Groundwater Basin. The Temescal Groundwater Basin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiling the surrounding mountains and hills. The proposed project's ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin's total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Groundwater Basin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater. Therefore, impacts related to groundwater supplies are less than significant, and no mitigation is warranted.

Construction of future dwelling units would result in an increase in impervious surface areas in the form of walkways, driveways, and building pads, which would also alter the site's existing drainage patterns. For the purpose of collecting surface runoff, the project is designed to provide a biofiltration system called modular wetlands system before discharging into the storm drain. Appropriate collection and conveyance of storm water includes ensuring proposed flows and capacities generated by the new development do not exceed the capacity of the existing storm water system and do not increase the potential for onsite or offsite flooding. Based on the Hydrology and Hydraulic Report prepared for the project site by Sake Engineers Inc. (May 2023), the project will utilize the modular wetlands system to be installed at the front of Lot 1 to mitigate the increased runoff resulting from future dwelling units at the project site. Therefore, impacts related to drainage would be less than significant and no mitigation is required.

Currently, the northern portion of the project site lies within the 100-year flood plain identified by the Federal Emergency Management Agency (FEMA) for the flood plain zones/boundaries. As stated in the Hydrology and Hydraulic Report prepared for the project site by Sake Engineers Inc. (June 2021), building pads of future dwelling units are set at a minimum of one-foot above the 100-year flood plain level to provide adequate flood protection for the dwelling units.

Additionally, Corona 4 Land, LLC, the developer of a 60-unit multiple family residential development (Tuscany Villas) located northwest of the project site is required to install a 12' x 6' storm drain box on their project site that will discharge into an existing basin. Upon completion of the new storm drain box, a Letter of Map Revision (LOMR) request will be submitted to FEMA and this will ultimately remove the proposed project site from the flood plain zones/boundaries. Therefore, impacts related to flooding are less than significant, and no mitigation is warranted.

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

Discussion:

An air quality impact analysis was prepared for the project by Johnson Johnson & Miller Air Quality Consulting Services (October 26, 2021, revised April 11, 2023) to analyze potential air impacts associated with the proposed project. Emissions were calculated using CalEEMod Version 2020.4.0, a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term and long-term air quality impacts.

The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the AQMP. Therefore, no impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

Short-term air impacts include construction related activities associated with the proposed project. These activities would result in emissions of VOC, NOx, CO, SOx, PM₁₀, and PM_{2.5} which are regional significance thresholds established by the SCAQMD. Any project with daily regional emissions that exceed any of the regulated thresholds should be considered as having an individually and cumulatively significant air quality impact. It is anticipated that construction of the project with dwelling units would be implemented within a one-year timeframe. During construction, the project is expected to comply with the regulatory construction requirements under the SCAQMD Rules which include but are not limited to Rule 1403 (Asbestos), Rule 1113 (Architectural Coatings), and Rule 403 (Fugitive Dust). The project's estimated maximum daily construction emissions are summarized below in Table 5-A. As shown, emissions resulting from project construction would not exceed the SCAQMD regional thresholds of significance for regulated pollutants. Therefore, a less than significant impact would occur and no mitigation is required.

Table 5-A: Regional Significance - Construction Emissions (pounds/day)

Parameter	Pollutant Emissions (pounds/day)					
	VOC	NOX	CO	SO2	PM10	PM2.5
Total Construction Duration						
Maximum Daily Emissions	5.58	25.91	30.39	0.05	4.32	2.39
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No
Source: Attachment A in Air Quality Impact Analysis by Johnson Johnson & Miller Air Quality Consulting Services (October 26, 2021, revised April 11, 2023)						

Localized Significance Thresholds (LSTs) analyses are applicable to project sites that are five acres or less per SCAQMD's Finalized Localized Significant Thresholds Methodology. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. LSTs are only applicable to NO_x, CO, PM₁₀, and PM_{2.5}. The nearest sensitive receptors are residential uses which are located to the west and south of the project site. As shown in Table 5-B, emissions during the construction phase of the project would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant. This would be a less than significant impact and therefore, no mitigation is required.

Table 5-B: Localized Significance - Construction

Construction Activity	On-Site Pollutant Emissions (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	13.82	10.30	3.24	1.95
Grading	20.86	15.27	3.71	2.20
Paving	9.52	12.19	0.49	0.45
Building Construction	15.62	16.36	0.81	0.76
Overlap Paving and Building Construction	25.14	28.56	1.30	1.21
Architectural Coating	1.30	1.81	0.07	0.07
Total Construction Duration				
Maximum Daily Construction Emissions	25.14	28.56	3.71	2.20
SCAQMD Screening Threshold for 25 meters (82 feet)^{1,2}	118	674	4	3
Exceeds Threshold?	No	No	No	No
Notes: ¹ Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for a 1-acre disturbance area in SRA 22 Norco/Corona. ² According to LST methodology, any receptor located closer than 25 meters should be based on the 25-meter threshold.				

Long-term operational activities associated with the proposed project will result in emissions of VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including natural gas fireplaces, landscape equipment and architectural coating emissions as the structures are repainted over the life of the project. As shown in Table 5-C, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Therefore, a less than significant regional air quality impact would occur from operations of the proposed project, and no mitigation is required.

Table 5-C: Regional Significance – Daily Operational Emission

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ²	0.29	0.11	0.62	0.00	0.01	0.01
Energy Usage ³	0.01	0.05	0.02	0.00	0.00	0.00
Mobile Sources ⁴	0.24	0.38	2.40	0.01	0.51	0.14
Total Emissions	0.54	0.54	3.04	0.01	0.53	0.16
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes: ¹ Source: CalEEMod Output (Attachment A). ² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. ³ Energy usage consists of emissions from generation of electricity and on-site natural gas usage. ⁴ Mobile sources consist of emissions from vehicles and road dust.						

For the long-term operational phase of a project, an LSTs analysis would only be required if the operational phase of a development includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project is residential which does not include such uses and therefore, a long-term LSTs analysis is not warranted.

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO "hot spots." Due to the size of the project, no CO "hot spots" are anticipated and therefore, no mitigation is warranted.

It is not expected for the development to include any use or activities that would result in potentially significant odor impacts as the use is residential in nature. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting facilities, feed lots, coffee roasters, asphalt batch plants, and rendering plants. The project would not engage in any of these activities. Therefore, the project would not be considered to have the potential to expose persons to substantial sources of objectionable odors.

During construction of the future dwelling units, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the project's site boundaries. The potential for diesel odor impacts is therefore less than significant. The project is residential in nature, and project operations would not be anticipated to produce odorous emissions. Therefore, odor nuisance is not expected to be an issue during the operations of the development and no mitigation would be required.

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

Discussion:

In the City's adopted General Plan, Corona Avenue is classified as a local street and is required to have an overall right-of-way width of 66 feet adjacent to the project site. The southern half-width of Corona Avenue adjacent to the project site is currently improved with roadway pavement at a width of 22 feet from centerline and curb, gutter, parkway, and sidewalk totaling 11 feet in width. The proposed project does not require additional street widening for Corona Avenue.

The project will construct a single street designed as a public cul-de-sac to provide access to the seven (7) proposed lots. The street is designed as a modified local residential street having an overall right-of-way width of 42.5 feet with 36 feet of roadway pavement. The street is considered a single-loaded street as all seven lots are proposed on the east side of the street. The west side of the street abuts an existing six-foot wide public utility easement which extends along the entire length of the project's east boundary line. Beyond the utility easement are the back yards of existing residential properties. In order to ensure that the street has adequate unobstructed roadway width for emergency fire access, the Conditions of Approval for TTM 36864 prohibit on-street parking on the west side of the proposed street. The project developer is required to install "NO PARKING ANYTIME" signs on the west side of the street per City of Corona Fire Lane Guidelines. On-street parking will be allowed on the east side of the street.

Per the previously adopted IS/MND, the prior six-lot subdivision was anticipated to generate approximately 57 vehicle trips per day, with 5 trips produced in the AM peak hours and 6 trips produced in the PM peak hours. The prior IS/MND also determined that Corona Avenue would be capable of handling the amount of trips the prior project was expected to generate and would not be impacted by the project. Per the Institute of Transportation Engineers (ITE) Trip General Manual, single family residential use generates 9.4 trips per day. Therefore, the current seven-lot project is expected to generate approximately 66 trips per day. The Corona Public Works Traffic Division has reviewed the current project and considers the increase in daily trip generation to be insignificant, and the current project is not anticipated to result in additional unanticipated impacts to traffic or local roadways.

Per the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (dated December 2018), several types of projects can be screened from SB 743 VMT assessment, including projects that generate less than 110 trips per day, as these types of projects are considered "small projects" and are, therefore, generally assumed to cause a less than significant transportation impact. Since the current project is expected to generate only 66 trips per day, no VMT assessment is required, as the project is considered a "small project". Therefore, this is a less than significant impact and no mitigation is warranted.

At the request of the Corona Public Works Traffic Division, a site distance analysis was conducted for the project by STC Traffic (September 16, 2015) to evaluate vehicular sight distance at the intersection of the project entrance and Corona Avenue. Per the site distance analysis, all parkway landscaping to be installed on the south side of Corona Avenue in both directions from the project entrance shall be limited to 30 inches in height. Additionally, the site distance analysis recommends installing "NO PARKING ANYTIME" signs every 150 feet on the south side of Corona Avenue from the proposed new street to Corona Circle to the west.

Per the Conditions of Approval for the project, the proposed project's developer is required to pay applicable development impact fees to help fund ongoing street improvements in the City. Therefore, the project is not anticipated to result in additional impacts to traffic or local roadways and implements measures to reduce traffic hazards from design features. As such, no mitigation is warranted.

The nearest airport to the project site is the Corona Municipal Airport, located 2.3 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is necessary.

7. BIOLOGICAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Endangered or threatened species/habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Riparian habitat or sensitive natural community	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Adversely affects federally protected wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interferes with wildlife corridors or migratory species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflicts with local biological resource policies or ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflicts with any habitat conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

The City of Corona participates in the Multiple Species Habitat Conservation Plan (MSHCP), which is a habitat conservation plan for Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. Per the MSHCP, the project site is located within the boundaries of the MSHCP; however, the project site is not located within a MSHCP Criteria Area, Conservation Area, Constrained Linkage Area, Wildlife Movement Corridor, Burrowing Owl Survey Area, Narrow Endemic Plant Species Area, or Urban Wildlands Interface Area.

A biological analysis was prepared for the project by Kissinger Environmental Consulting (December 2021) as part of the compliance with the MSHCP. A summary of the findings and recommendations made in the analysis are discussed in this section.

The subject property contains no streams; however, the northwest portion of the site has a storm drain along Corona Avenue that collects residential runoff and currently supports freshwater marsh riparian habitat located on the northwest corner of the site. Kissinger Environmental Consulting (KEC) conducted a field survey of the site on December 8, 2014, September 28, 2021, and October 28, 2021. The survey revealed no holes large enough to be suitable for burrowing owls. Animals sighted on the property were limited to lizards and common birds, dove, and kingbirds. Plants on the project site were mostly ruderal or "weedy" species, non-native grasses, non-native mustard, and a few flowering forbs. A few horticultural trees and shrubs were seen around the perimeter of the site.

The project site is considered an in-fill development as it is bordered to the east by the Interstate 15 right-of-way. The site is bordered to the north by Corona Avenue and the South Norco Line Storm Basin, and to the west and south by existing residential development. The South Norco Line Storm Basin is a biological resource that has the potential to support nesting migratory birds, including egrets and herons as well as small songbirds. The basin impounds water that provides a habitat for aquatic plants and animals and the dense vegetation and trees provide cover for those animals; however, the basin is located from other contiguous habitat and prevents species other than birds from using it as a travel corridor. Species using this habitat are expected to be small mammals, reptiles, amphibians, fish and birds. Therefore, development on the project site would not interfere with wildlife movement.

The northwest corner of the project site contains a drainage area that collects street runoff from the project site and from a storm drain on an existing cul-de-sac (Corona Circle) located adjacent to the northwest boundary of the site. The drainage area is approximately 0.046 acres in area. Drainage flows into a culvert underneath Corona Avenue into the South Norco Storm Basin located across Corona Avenue to the north. From there, drainage is delivered in "controlled releases" to the Santa Ana River. An existing debris basin is located on the north side of Corona Avenue which is managed by the Riverside County Flood Control and Water Conservation District (RC & WCD) as a jurisdictional feature under a previous Streambed Alteration Agreement with the California Department of Fish and Wildlife (CDFW).

Currently, the drainage on the project site has freshwater marsh riparian species (cattails and mulefat) growing in it. Development of the proposed project would impact the riparian vegetation as its location is proposed for the construction of a street that will provide vehicular access to the proposed seven lots under TTM 36864. The MSHCP has provisions to mitigate for impacts to riparian/riverine habitats outside of conservation areas using a process called Determination of Biologically Equivalent or Superior Habitat (DBESP). However, the MSHCP also provides exclusions to certain riparian/riverine habitats from the DBESP process if they qualify as:

- Having no long term conservation value,
- Are a "created wetland", or
- It is a flood control facility or RCFC & WCD activity.

KEC conducted a site visit and a pedestrian survey with 100% visual coverage and found the riparian on the project site to be a man-made condition resulting from the low topographic position and low soils permeability; it is a "created wetland" as it was created when Corona Avenue was constructed across the southern edge of the South Norco Storm Basin. Corona Avenue thus created a closed depression on the south side of the street that collected street runoff from the curb storm drain. The storm drain was intended to deliver storm flow and runoff to the culvert and into the storm basin, but the culvert design failed to adequately deliver the runoff to the storm basin and thus, artificially created the conditions to capture water for long enough periods to support wetland vegetation on the northwestern portion of the project site. Furthermore, the riparian vegetation in the drainage does not have "long term conservation value" due to its small size and disturbance from permitted maintenance activities conducted by RCFC & WCD staff. Therefore, a DBESP is not required for the proposed unavoidable impacts to the drainage.

Furthermore, the riparian vegetation in the drainage on the project site is being maintained by the RCFC & WCD in connection to the debris basin on the north side of Corona Avenue under an existing USACE 404/401 permit and CDFW 1600 permit. For this reason, before impacting the drainage and riparian vegetation onsite, the applicant must submit a pre-construction notification under USACE Nationwide Permit (NWP) 29, Residential Development and NWP 43, Stormwater Management Facilities. In addition, the applicant must notify CDFW under the 1602 Streambed Alteration Agreement application and include the biological resource analysis prepared by Kissinger Environmental Consulting with the application for their concurrence that: 1) the existing freshwater marsh riparian habitat onsite does not contribute habitat value to CDFW resources under the existing long-term RCFC & WCD maintenance agreement and 2) no habitat replacement is required. Compliance with these requirements would reduce impacts to less than significant. **(MM 7-A)**

Furthermore, KEC report noted development of the site will remove the freshwater marsh, however this habitat is mowed annually from RCFC & WCD maintenance, and the 0.046 acres freshwater marsh area is too small to support nesting birds that are dependent on Freshwater Marsh habitat. KEC concluded that no direct impact to riparian birds will occur. However, indirect impacts to riparian birds that nest in the adjacent willow riparian forest, fisheries and wildlife habitat may include temporary impacts from construction noise and project activity. As such, to avoid impacts to riparian birds, the applicant shall have a 72-hour pre-construction survey conducted for migratory birds and raptors, if site brushing, grading, and/or removal of any trees or vegetation on site or within 150 meters (500 feet) of the site will occur between February 1 and August 31. If nesting birds occur on-site, a biological monitor shall set up work

Environmental: TTM 36864

nest buffers or temporarily halt actions that could impact the nesting birds or bat and take actions to ensure compliance with the Migratory Bird Treaty Act (USFWS, 1918). If the pre-construction surveys find that raptors are nesting within 100 meters (300 feet) of the site, or 150 meters (500 feet) for burrowing owls, a biological monitor shall remain on-site during the vegetation and earth disturbing activity and/or construction and shall set up work nest buffers or temporarily halt actions that could impact the nesting birds or bat and take actions to ensure compliance with the Migratory Bird Treaty Act (USFWS, 1918). This would reduce impacts to nesting birds to less than significant. **(MM 7-B)**

KEC report stated that there is a low potential for burrowing owls to occur on the project site because site visits did not reveal any burrows on the project site or the I-15 embankment that meet the criteria for marking a burrow which include an entrance greater than three inches in diameter and/or den complexes with a sloping entry apron typical to burrowing owl dens. However, the debris basin to the north of Corona Avenue may have suitable burrowing owl habitat, but KEC was unable to access the site as it is isolated from pedestrian traffic. Thus, direct impact to potentially occurring burrowing owl within a 500-foot buffer caused by activity and noise on the project site can be avoided by conducting a 30-day take avoidance survey to identify if burrowing owls are present at any time of the year. This would reduce impacts to the burrowing owl to less than significant. **(MM 7-C)**

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

Mitigation Measures:

- MM 7-A Prior to issuance of a grading permit, the project applicant shall submit a pre-construction notification to the U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 permit and a 401 (RWQCB) water quality certification. With concurrence from the USACE, the project meets the criteria for Nation Wide Permit 29- Residential Developments and Nation Wide Permit 43- Stormwater Management Facilities for Maintenance obtain a California Department of Fish and Wildlife (CDFW) permit under California Section 1602, Streambed Alteration Agreement, for impacts to the bed, banks, channel and riparian vegetation.
- MM 7-B Prior to issuance of a grading permit, the project applicant shall submit a 72-hour pre-construction survey for migratory birds and raptors, if site brushing, grading, and/or removal of any trees or vegetation on site or within 150 meters (500 feet) of the site will occur between February 1 and August 31. If nesting birds occur on-site, a biological monitor shall set up work nest buffers or temporarily halt actions that could impact the nesting birds or bat and take actions to ensure compliance with the Migratory Bird Treaty Act (USFWS, 1918).
- MM 7-C Prior to issuance of a grading permit, the project applicant shall submit to city staff the result of a 30-day take avoidance survey to identify if burrowing owls are present at any time of the year. The survey shall be conducted by a qualified biologist. If active burrowing owl dens are detected, the biologist shall recommend mitigation buffers during the construction period to avoid impacting the burrowing owl in conjunction with California Department of Fish and Wildlife concurrence.

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

Discussion:

As shown in the General Plan Technical Background Report, Figure 4-2 - Areas of Mineral Resource Significance, the project site is not an oil, gas or mineral resources site. Therefore, development of the project will not result in loss of mineral resource or recovery site; no mitigation is warranted.

9. HAZARDS AND HAZARDOUS MATERIALS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Transport, use or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Risk of accidental release of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Located on hazardous materials site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with Airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair emergency response plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Increase risk of wildland fires	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:				
<p>Federal state, and local laws require that a hazardous materials Business Emergency Plan (SEP) must be submitted by any business that use, store, and handle a hazardous material or a mixture containing a hazardous material in quantities equal to or greater than 500 pounds or 55 gallons; 200 cubic feet for compressed gases; or 10 pounds or more of organic peroxides, carcinogens, radioactive or highly toxic materials, or class 1.1, 1.2, or 1.3 explosives. In the City of Corona, the Fire Department is responsible for administrating the BEP program. Development of the project site is not expected to result in the transport, disposal, or accidental release of hazardous materials. Nonetheless, all contractors involved in the construction of residential developments should be familiar with and in compliance with their Business Emergency Plan. This would reduce potential impacts to less than significant impact. Therefore, no further mitigation is warranted.</p>				
<p>Advantage Environmental Consultants conducted a limited environmental site assessment for the project site (December 24, 2014) to evaluate the physical conditions of the project site and to uncover any hazardous wastes that may have previously been used, treated, stored, or disposed on the project site. Based on the environmental site assessment, no staining, sheens, or other suspect environmental conditions were seen on the project site. Miscellaneous trash and debris were noted on site. The site is not listed on any federal and state databases related to contaminants or clean-up sites. Review of historic aerial photographs and topographic maps of the site show that the site was historically utilized for agricultural crop production dating back to the 1930s and possibly up to the 1960s. Due to the past agricultural use and some of the commonly used pesticides at that time which have since been banned from use in the U.S., pesticides would be a concern; however, no stressed vegetation or evidence of the storage of pesticides was observed on the property. In October 2015, Advantage Environmental Consultants obtained soil samples from the site for analysis and discovered no contaminants of concern. Based on the overall assessment of the site, Advantage Environmental Consultants indicate that no additional investigation at the site is warranted at this time. Therefore, impacts related to accidental release of hazardous materials is not expected and no mitigation is required.</p>				
<p>Parkridge Elementary School is the nearest school to the project site, and it is located approximately 350 to the northwest. The school is separated from the site by Corona Avenue and a flood basin. Also, development of the proposed project would not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, there will be no impact and mitigation is not required.</p>				
<p>The nearest airport to the project site is the Corona Municipal Airport, located approximately 2.3 miles west of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.</p>				
<p>The project site is not located in proximity to the Cleveland National Forest, nor is it considered an area that can be described as a wildland area. The project site is an infill site located within an urbanized area. Due to the urbanized nature of the surrounding area, the proposed development would not be considered at high risk for fire hazards. Furthermore, all development within the City of Corona is required to comply with all fire code requirements associated with adequate fire access, fire flows, and number of hydrants. Therefore, the project would have no impact and no mitigation is required.</p>				

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

Discussion:

An acoustical analysis report was prepared by Eilar Associates, Inc. (October 2021, revised April 11, 2023) to analysis potential long-term noise impacts associated with the proposed project on the project site. Exterior and interior noise levels were analyzed. With the project change from six-lot to seven-lot development, Eilar Associates issued an updated acoustical analysis report dated April 11, 2023. The following discusses the analysis conducted for the project with respect to exterior and interior noise impacts.

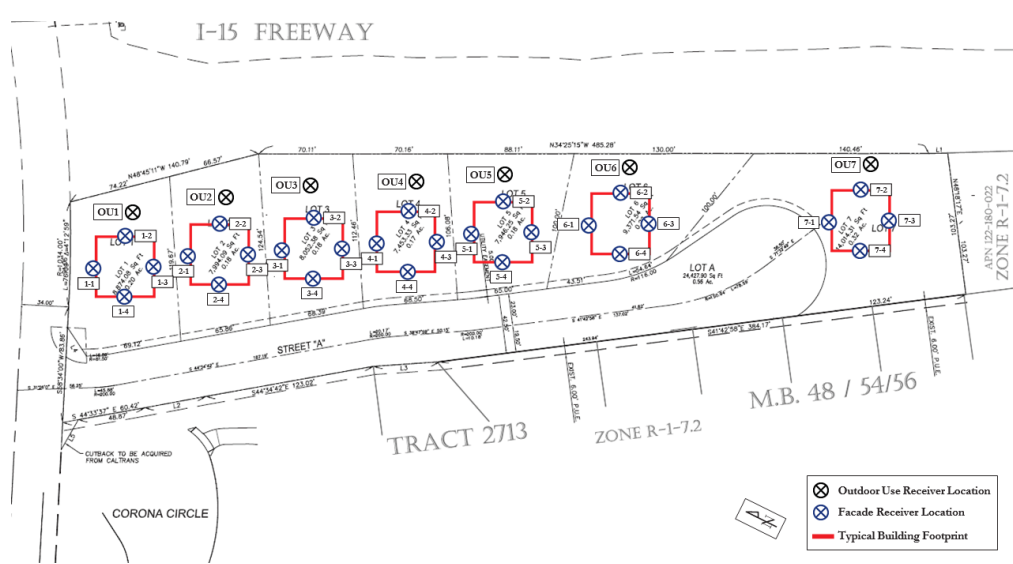
Exterior noise would come from the adjacent Interstate 15 overpass, which is an eight-lane freeway with a posted speed of 65 miles per hour. According to Caltrans, Interstate 15 carries an approximate traffic volume of 158,000 average daily trips as of the year 2019. Therefore, the seven residential units proposed on the site would be potentially exposed to significant traffic noise from the freeway. With consideration of the existing freeway sound barrier wall, the project site without future structures is currently exposed to noise levels ranging from approximately 58 CNEL to 64 CNEL. The City of Corona Municipal Code requires noise impacts from transportation sources at outdoor use areas (i.e. backyards) to be limited to 65 CNEL or less. A noise analysis was performed to determine what appropriate design features would be needed to achieve noise levels of 65 CNEL or less at the backyards of each residential unit proposed on the site. Seven noise receivers were placed in the assumed backyards of where each unit is to be located on the site. The analysis took into consideration site topography and noise shielding that would be provided by the proposed residential structures. As shown in Table 10-A, the traffic noise levels at the backyard areas of all proposed units are expected to meet the City of Corona noise standard of 65 CNEL or less. Therefore, no mitigation is necessary for attenuating exterior noise impacts.

Receiver Number	Location	Exterior Traffic Noise Level (CNEL)
OU1	Lot 1 Backyard	64.8
OU2	Lot 2 Backyard	63.9
OU3	Lot 3 Backyard	62.8
OU4	Lot 4 Backyard	61.6
OU5	Lot 5 Backyard	60.4
OU6	Lot 6 Backyard	58.9
OU7	Lot 7 Backyard	60.3

Exterior traffic noise levels were also evaluated at the anticipated building facades to determine impacts in these locations. Noise receivers were placed at anticipated façade locations at each building on the first and second floors. Figure 10-1 provides a graphical representation of receiver locations. The traffic noise levels were found to range from 38.1 CNEL at the west façade of Lot 5 building's first floor to 66.2 CNEL at the east façade of Lot 1 building's second floor. Table 10-B provides a complete result for noise level at building facades of the proposed seven lots.

Table 10-B. Future Exterior Traffic Noise Levels at Building Facade				
Lot	Receiver	Facade Location	Exterior Traffic Noise Level (CNEL)	
			First Floor	Second Floor
1	1-1	North	64.1	65.4
	1-2	East	64.9	66.2
	1-3	South	55.9	55.7
	1-4	West	41.3	47.4
2	2-1	North	63.2	64.4
	2-2	East	63.9	64.9
	2-3	South	53.6	54.8
	2-4	West	41.0	47.5
3	3-1	North	61.4	64.0
	3-2	East	63.2	64.4
	3-3	South	53.7	55.0
	3-4	West	39.8	46.9
4	4-1	North	58.7	60.0
	4-2	East	61.5	63.2
	4-3	South	40.8	48.5
	4-4	West	55.2	56.1
5	5-1	North	55.1	56.9
	5-2	East	60.1	62.3
	5-3	South	53.8	55.8
	5-4	West	38.1	45.9
6	6-1	North	54.7	56.3
	6-2	East	59.5	61.9
	6-3	South	57.3	60.2
	6-4	West	39.5	47.4
7	7-1	North	56.4	58.2
	7-2	East	61.7	64.8
	7-3	South	62.0	64.8
	7-4	West	42.3	50.2

Figure 10-1 – Building Façade Receiver Locations



For interior noise levels, the City of Corona requires a noise level of no more than 45 CNEL within habitable residential space between the hours of 7:00 a.m. to 10:00 p.m. Current exterior building construction is generally expected to achieve at least 15 decibels of exterior-to-interior noise attenuation, with windows opened. Therefore, buildings that are exposed to exterior noise levels greater than 60 CNEL could be subject to interior noise levels exceeding the City's noise limit of 45 CNEL at many building facades on site. Therefore, mitigation is necessary to reduce interior noise levels to less than 45 CNEL. Compliance with Mitigation Measures 10-A through 10-D would reduce potential impacts to less than significant. **(MM 10-A through MM 10-D)**

The nearest airport to the project site is the Corona Municipal Airport, located approximately 3 miles west of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP, therefore no mitigation is warranted.

Mitigation Measures:

- MM 10-A Prior to issuance of building permits for residential structures, the applicant's construction plans shall demonstrate that all windows and glass doors have a minimum Sound Transmission Class (STC) rating of STC 28.
- MM 10-B Prior to issuance of building permits for residential structures, the applicant's construction plans shall demonstrate that all entry doors be insulated solid-core doors with full perimeter gaskets to prevent sound leakage through cracks and gaps.
- MM 10-C Prior to issuance of building permits for residential structures, the applicant's construction plans for the project shall use a typical exterior wall detail with gypsum board on the interior side of wood studs, an exterior-rated material at the exterior, and batt insulation in the cavity.
- MM 10-D Prior to issuance of building permits for residential structures, the applicant's construction plans shall demonstrate that all units will have mechanical ventilation installed as the units are unable to meet the City's 45 CNEL interior noise level requirement with windows and doors open. Appropriate means of air circulation and provision of fresh air must be present to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior. The ventilation system shall not compromise the sound insulation capability of the exterior wall or be dependent on ventilation through windows.

11. PUBLIC SERVICES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c. Schools | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Parks & recreation facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Other public facilities or services | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

The development of the project site for residential purposes will increase demands on existing City services, such as streets, police and fire services, parks, and library services. Therefore, in order to finance and offset the required upgrade on existing and proposed public facilities, the developer is required to pay adopted development impact fees that are in effect at the time of issuance of building permits and construct necessary facilities. This requirement is in accordance with Corona Municipal Code, Chapter 16.23; therefore, no mitigation is warranted beyond the required payment of fees to offset added demands on City and public services.

The proposed project and any resulting residential units will lead to the generation of increased student enrollment in the Corona Norco Unified School District. Future residential building permits are required to pay statutory school fees at the time of permit issuance based on the square footage of the dwelling unit.

12. UTILITIES:

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

Discussion:

The City's Utilities Department requires all development projects to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. The proposed project is required to demonstrate that all water and sewer facilities are designed per the standards of the Utilities Department and Riverside County Department of Health Services, and will be reviewed by the Utilities Department during the plan check process. This requirement would effectively reduce the impacts to less than a significant level and therefore, no further mitigation would be required.

The installation of impermeable surfaces, such as buildings and pavement, generally increases the velocity and volume of surface

runoff. As runoff flows over lawns, gardens, sidewalks, and streets, it carries off pollutants such as automobile oil and antifreeze, pesticides, pet waste, and litter into the storm drain system. The storm drain system collects water from the streets and transports it directly or indirectly to local water supplies and nearby waterways where it is typically not filtered or treated. The project is designed to include modular wetlands system, a biofiltration method that utilizes two sedimentation basins and one detention basin to filter pollutants and process additional runoff created by the proposed project. The project is required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the Public Works Department. Since the proposed project would be required to adhere to NPDES permit requirements and City of Corona storm water provisions, impacts associated with this issue are less than significant and no mitigation would be required.

Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. Based on the information on facilities summary on CalRecycle’s website, the El Sobrante landfill accepts a maximum of 16,054 tons of waste per day and has a remaining capacity of 145,530,000 tons and an estimated closure date of 2045. CalRecycle’s website referenced City of Los Angeles’ CEQA Thresholds Guide that in 2006, a residential home generated 12.23 pounds of solid waste per day. Thus, the proposed seven (7) new single-family homes would generate 85.61 pounds of solid waste per day or 0.042805 tons/per day. As the El Sobrante Landfill has the capacity to accept a maximum of 16,054 tons of solid waste per day. Further, new developments approved by the City would be required to provide separate storage areas for recyclable materials in accordance with California Public Resources Code Sections 42900 et seq., and City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). With the recycling requirements and the anticipated solid waste generation at 0.042805 tons/per day from the proposed seven single-family homes, the El Sobrante has adequate capacity to accept waste from the proposed project. Therefore, impacts would be less than significant, and no mitigation is required.

Cal Recycle Sources:
<http://www.calrecycle.ca.gov/SolidWaste/Site/Summary/2402>
<https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>

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

Discussion:

Per Figure 4-5 of the City of Corona General Plan Technical Background Report, Corona Avenue is not a scenic vista or highway. Development of the project site is subject to the development standards of the R-1-7.2 Zone which permit residential buildings up to a maximum height of 30 feet. While the project architectural designs and materials of the units are undetermined, all future development is subject to review based on the City’s residential design guidelines to ensure compatibility with the existing residential developments located in the vicinity. In addition, all landscaping associated with the front yards of the units will be subject to the City’s landscape ordinance, Chapter 17.70 of the Corona Municipal Code, and residential landscape design guidelines, ensuring that the development will not degrade the visual character and aesthetics of the site and surrounding area. Therefore, there would be no impacts to scenic vistas or to the visual character of the site and surroundings, and no mitigation is warranted.

Development of the project site with residential structures would necessitate the installation of outdoor lighting necessary for the maintenance of public safety and security. The City of Corona is approaching build out condition resulting in a significant amount of ambient light from urban uses. The project site's vicinity is a developed area with existing ambient lighting; thus, implementation of the proposed seven-unit single-family development project would not result in a significant change in the existing ambient lighting. Furthermore, the Corona Municipal Code requires exterior lighting to be directed downward with minimal spillover onto adjacent properties and this feature will be confirmed during project’s building plan check phase. As such, impacts associated with light and glare effects resulting from the project would be less than significant and no mitigation is required.

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

14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Archaeological resource	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Paleontological resource or unique geologic feature	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Disturb human remains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discussion:				
<p>A Phase 1 Paleontological Resources Assessment (ArchaeoPaleo Resource Management, Inc., December 2021) was conducted for the project to address potential impacts to paleontological resources. Based on this analysis, the project site may be potentially sensitive for paleontological resources based on the Pleistocene alluvia sediments identified within the immediate boundaries of the project site. These sediments have been known to produce significant fossil specimens that can be found at various depths. If ground disturbing activities related to project development extend into these sediments, there is a potential to uncover additional fossil specimens like those found in the surrounding region. Additionally, data collected from the field reconnaissance also proves that imported soil overlays most native sediments in the project area. This could cause any paleontological resources yet to be discovered to underlie beneath the non-native soils and be exposed upon ground disturbing activities related to project development. Based on the evidence provided, the project has been determined to be potentially sensitive for paleontological resources. To reduce impacts to paleontological resources, ArchaeoPaleo Resource Management, Inc recommends that the project applicant comply with Mitigation Measures 14-A, 14-B and 14-C which would reduce impacts to less than significance. (MM 14-A, 14-B and 14-C)</p> <p>A Cultural Resources Survey Report was prepared for the project by Laguna Mountain Environmental, Inc. (November 2021) to identify any cultural resources within the project site that could potentially be impacted by the development of the project. The cultural resources survey did not identify any cultural resources within the project area, and thus, impacts to cultural resources eligible for the California Register and significant under CEQA are not anticipated. However, Laguna Mountain Environmental, Inc. recommended that archaeological and Native American monitoring be conducted during project construction to ensure that unanticipated impacts to cultural resources do not occur for the following reasons: 1) The project site is located in the vicinity of the Temescal Wash. 2) The results of a Sacred Lands Search conducted by Laguna Mountain Environmental, Inc. with the California Native American Heritage Commission (NAHC) indicated that there are sensitive resources present in the project vicinity. 3) At least 35 cultural investigations have been conducted within a one-mile radius of the project area. These investigations have resulted in the recordings of 82 cultural resources. The project is already required to have tribal monitoring under the Tribal Cultural Resources section of this IS/MND. Refer to Mitigation Measures 17-A, 17-B, and 17-C. This would reduce impacts to cultural resources to less than significant.</p>				
<u>Mitigation Measure:</u>				
MM 14-A	The applicant shall obtain a qualified Paleontologist meeting the standards of SVP (2010) to conduct all paleontological mitigation measures associated with construction activities, including the preparation of a paleontological resources monitoring plan (PRMMP), tailored to each specific development project. This plan shall address specifics of monitoring and mitigation to that project area and construction plan, and will take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework.			
MM 14-B	All project involving ground disturbances in previously undisturbed area mapped as having high paleontological sensitivity will be monitored by a qualified paleontologist monitor (SVP 2010 with updates) on a full-time basis, under the supervision of a Qualified Paleontologist. This monitoring will include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor will have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined to be significant, professionally, and efficiently recover the fossil specimens and collect associated data. Paleontological monitors will use field data forms to record pertinent location and geological data, will measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities.			
MM 14-C	In the event of any fossil discovery, regardless of depth or geologic formation, construction work will halt within 50-ft radius if the find until its significance can be determined by a Qualified Paleontologist. Significant fossil will be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated			

paleontological curation facility, in accordance with the standards of the SVP (2010). The most likely repository is the Western Science Center (WSC) in Hemet, California. A repository will be identified, and curatorial arrangements will be signed prior to collection of the fossils.

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

Discussion:

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

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

16. GREENHOUSE GAS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
---------------------	--------------------------------	--	------------------------------	-----------

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Generate greenhouse gases | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with a plan, or regulation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

Per the greenhouse gas analysis and subsequent update to evaluate the seven-lot development prepared by Johnson Johnson and Miller Air Quality Consulting Services (October 26, 2021 revised April 11, 2023), the annual greenhouse gas emissions associated with the operation of the project are estimated to be 347.2 MTCO_{2e} during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project's lifetime. Amortized over 30 years as shown on Table 16-A, the construction of the project will generate 11.6 MTCO_{2e} on an annual basis. This would not exceed the SCAQMD's threshold of significance of 3,000 MTCO_{2e} for small land use projects. Therefore, the project would result in a less than significant impact and no mitigation is warranted.

Table 16-A: Construction Greenhouse Gas Emissions

Parameter	Emissions (MTCO _{2e}) ¹
	Total
Total Construction Emissions	347.2
Averaged over 30 years²	11.6

Notes:
¹ MTCO_{2e}=metric tons of carbon dioxide4 equivalents (includes carbon dioxide, methane and nitrous oxide).
² The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD.
 Source: CalEEMod Output (Attachment A).

The project is required to comply with existing SCAQMD (Southern California Air Quality Management District) rules for the reduction of fugitive dust emission. Therefore, the project is conditioned to comply with SCAQMD Rule 403 to ensure application of standard best management practices in construction and operation activities such as use of water or chemical stabilizers to disturbed soils and sweeping loose dirt from paved site access roadways.

The City of Corona adopted a Climate Action Plan (CAP) in 2012 for the purpose of providing guidance on analyzing GHG emissions and determine significance during the CEQA review of proposed development projects within the City. To address the state's requirement to reduce GHG emissions, the City prepared its CAP with the goal of reducing GHG emissions within the City by 15% below "existing" 2008 levels or 25% below a "forecasted" 2020 BAU scenario by the year 2020. In 2016, a GHG emissions inventory was conducted as part of the City's CAP Update to determine the City's progress. The 2016 emissions inventory indicated that the City emitted approximately 1.1 MMT CO₂e, which is approximately 35 percent lower than 2008 levels of emissions.

In 2019, the City adopted a CAP Update to update the City's GHG emissions inventory. Per the 2019 CAP Update, the City's goal is to reduce GHG emissions within the City by 49% below 2008 levels by year 2030, and by 66% below 2008 levels by year 2040. In order to reach the reduction targets, the CAP Update identifies various local reduction measures for the City to implement. The measures encourage energy efficiency, water conservation, alternative transportation, solid waste reduction, and clean energy. Since the City's CAP addresses GHG emissions reductions and is consistent with the requirements of AB 32 and international efforts to reduce GHG emissions, compliance with the CAP fulfills the description of mitigation found in the State CEQA Guidelines. No further mitigation is required.

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

Discussion:

The project site is not located listed on the California Register of Historical Resources or on the City's register of historic resources. Therefore, there would be no impacts to tribal cultural resources and no mitigation is required. It is highly unlikely that development of the proposed project would cause substantial adverse changes in the significance of a tribal cultural resource since the site is not known to contain tribal cultural resources.

As part of the AB 52 tribal consultation process, Planning and Development Department received two requests to consult on the proposed project. Planning and Development Department staff held consultant with the Rincon Band of Luiseno Indians Tribe (Rincon) on May 3, 2022. Cheryl Madrigal, Cultural Resources Manager for the Rincon Band of Luiseno Indians Tribe, requested additional information pertaining to Tribal outreach efforts provided by the Cultural Resources Consultant (Laguna Mountain) on November 30, 2021 and expressed written agreement to the mitigation recommended in the Cultural Resources Survey Report by Laguna Mountain Environmental, Inc. (November 2021), these measures included archaeological and tribal monitoring. Additionally, Rincon requested that a monitoring report and protocols for discovery of cultural material and human remains be included as part of the required measures. The City concluded consultation with Rincon on December 12, 2022.

Consultation between Staff and the Pechanga Tribe was initiated on June 6, 2022. Follow-up emails were sent to Pechanga on December 19, 2022, March 8, 2023, and May 8, 2023 to continue with the consultation process. However, the Pechanga Tribe was not responsive to Staff's emails. Therefore, Staff concluded consultation with Pechanga shortly after sending the last email correspondence to Pechanga on May 8, 2023.

Mitigation Measures:

MM 17-A **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe (Rincon Tribe) that have requested monitoring through consultation with the City during the AB 52. The applicant shall coordinate with the Tribe to develop Tribal Monitoring Agreement. A copy of the signed agreement shall be provided to the City of Corona Planning and Development Department prior to the issuance of a grading permit.

MM 17-B **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards

qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

- A. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:
 - i. Project grading and development scheduling;
 - ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitor from the consulting tribe during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists.
 - iii. The protocols and stipulations that the Developer, City, Tribe and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

MM 17-C Discovery of Human Remains: When human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). As required by Section 7050.5, all excavation shall stop in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall contact the NAHC to determine the most likely descendant(s) (MLD) of receiving notification of the discovery. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remain(s) shall be overseen by the MLD to determine the most appropriate means of treating the humans remains and any associated grave artifacts.

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

Discussion:

Based on the analysis of this Initial Study checklist, development of the proposed project would have either no impact, or potential effects of the proposal are substantiated at or mitigated to levels below thresholds of significance. Based on the analysis presented in the preceding checklist, the project has the potential to result in significant impacts under the following environmental topics:

- Biological Resources
- Noise
- Cultural Resources
- Tribal Cultural Resources

As such, appropriate mitigations have been developed to reduce potential impacts to less than significant. Mitigation Measures 7-A through 17-C, complied subsequently within the project Mitigation Monitoring and Reporting Program, successfully mitigate all identified potential impacts to less-than-significant levels. Therefore, project impacts to fish/wildlife population or habitat, important historical sites, cumulatively considerable impacts, substantial adverse effects on humans, or short-term vs. long-term goals are considered less-than-significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
19. WILDFIRE:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion				
<p>According to the California Department of Forest and Fire Protection (Cal Fire), the project site is not within a state responsibility area (SRA) or land classified as Very-High Fire Hazard Severity zone. Additionally, the project site is not adjacent to any wildlands or undeveloped hillsides where wildfires might be expected as the project site is adjacent to I-15 freeway and residential uses to the west and south. Access for emergency vehicles will be provided via a new cul-de-sac with a roadway width of 36 feet. Therefore, development of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts are considered to be less than significant, and no mitigation would be required.</p>				
<p>The project would not contribute to the spreading of wildfires since future homes would be designed and implement construction standards that comply with applicable Building and Fire Codes. Therefore, the project will not exacerbate wildfire risks or impacts to exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire are considered to be less than significant and no mitigation would be required.</p>				
<p>The project is accessed by a new cul-de-sac which the Fire Department have confirmed the roadway width is adequate for emergency vehicles access. On-street parking will be restricted to only the east side of the new street in order to allow adequate space for fire access. The project would not require the installation or maintenance of fuel breaks, emergency water sources, or above ground power lines. Also, the project site is not located within a Very-High Fire Hazard Severity Zone. As such, impacts are considered to be less than significant and no mitigation is required.</p>				
<p>The project site is relatively flat with no slope, and the project site is not considered a hillside area. The development of the project site would not pose a risk to a downslope or downstream flooding or landslides, and the project did not change the existing drainage patterns. Therefore, potential to exposing people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes are considered to be less than significant and no mitigation is required.</p>				
20. ENERGY:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The Air Quality and Greenhouse Gas Assessment, prepared by Johnson Johnson & Miller Air Quality Consulting Services (October 26, 2021, revised April 11, 2023) finds the project's potential energy consumption from both short-term construction and long-term operations to be less than significant. The analysis reports that the project would require approximately 14,108 gallons of diesel fuel for construction off-road equipment and approximately 3,964 gallons of gasoline and diesel for on-road vehicles during the construction phase. The analysis concluded that there are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than other comparable construction projects in the same region. Additionally, the future homes are required to implement the mandatory requirements of California's Building Efficiency Standards (Title 24, Part 6) to reduce energy consumption and Section 110.10 of the Building Code that the new residence be solar ready with rooftop solar panels as an energy conservation requirement. The proposed project is expected to have similar fuel consumption to other construction projects of similar size in the region. Thus, the project will have less than significant impact and would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand, or cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance. Thus, no mitigation is required.

Future homes to be constructed on the project site are required to comply with California's Title 24 Energy Efficiency Standards and CALGreen Standards which include material conservation and resource efficiency by incorporating energy efficient windows, solar panels, insulation, lighting, ventilation systems as well as water efficient fixtures and electric vehicles charging infrastructure. Additionally, the City of Corona's Climate Action Plan Update (2019) contains voluntary measures for promoting energy conservation that are beyond state mandates. Construction documents for future residential structures must demonstrate compliance with State requirements during building permit plan check phase to ensure conformance with State's goal of renewal energy and energy efficiency. The project would result in less than significant impacts associated with renewable energy or energy efficiency plans, thus no mitigation is required.

21. PREVIOUS ENVIRONMENTAL ANALYSIS:

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

DOCUMENTS INCORPORATED BY REFERENCE:

1. City of Corona General Plan 2020-2040 and Technical Background Report.
2. City of Corona Climate Action Plan Update (CAP), March 2019
3. City of Corona Environmental Information Form, completed for the project by Sam Akbarpour P.E. of Sake Consulting Engineers, Inc., January 12, 2022.
4. Preliminary Soil Investigation Report, prepared by GeoMat Laboratories, November 24, 2014 with updated memorandum on September 28, 2021.
5. Air Quality and Greenhouse Gas Assessment, prepared by Johnson Johnson & Miller Air Quality Consulting Services, October 26, 2021 and updated memorandum, April 11, 2023.
6. Acoustic Analysis Report, prepared by Eilar Associates, Inc. Acoustic & Environmental Consulting Services, October 21, 2021 and updated memorandum, April 11, 2023.
7. Biological Analysis, prepared by Kinsinger Environmental Consulting, December 2021.
8. Cultural Resources Survey Report, prepared by Laguna Mountain Environmental, Inc., November 2021.
9. Preliminary Water Quality Management Plan (WQMP) prepared by Sake Engineers Inc., June 23, 2021, revised April 4 and April 21, 2023.
10. Limited Environmental Assessment, prepared by Advantage Environmental Consultants, December 24, 2014.
11. Soil Sampling and Analysis, prepared by Advantage Environmental Consultants, October 1, 2015
12. Sight Distance Analysis for Corona TTM 36864, prepared by Marc Mizuta, September 16, 2015.
13. Phase I Paleontological Resources Assessment by Archaeopaleo Resources Management, Inc., December 2021.
14. Hydrology and Hydraulic Report by Sake Engineers, Inc., May 2023.

**MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA
CALIFORNIA DEPARTMENT OF FISH AND GAME**

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	Biological Resources					
MM 7-A	Prior to issuance of a grading permit, the project applicant shall submit a pre-construction notification to the U.S. Army Corps of Engineers (USACE) Clean Water Act (CWA) 404 permit and a 401 (RWQCB) water quality certification. With concurrence from the USACE, the project meets the criteria for Nation Wide Permit 29- Residential Developments and Nation Wide Permit 43 - Stormwater Management Facilities for Maintenance obtain a California Department of Fish and Wildlife (CDFW) permit under California Section 1602, Streambed Alteration Agreement, for impacts to the bed, banks, channel and riparian vegetation.	Condition of Approval	Submittal of grading permit	Prior to issuance of grading permit	Planning and Development Department – Planning Division	
MM 7-B	Prior to issuance of a grading permit, the project applicant shall submit a 72-hour pre-construction survey for migratory birds and raptors, if site brushing, grading, and/or removal of any trees or vegetation on site or within 150 meters (500 feet) of the site will occur between February 1 and August 31. If nesting birds occur on-site, a biological monitor shall set up work nest buffers or temporarily halt actions that could impact the nesting birds or bat and take actions to ensure compliance with the Migratory Bird Treaty Act (USFWS, 1918).	Condition of Approval	Submittal of grading permit	Prior to issuance of grading permit	Planning and Development Department – Planning Division	
MM 7-C	Prior to issuance of a grading permit, the project applicant shall submit to city staff the result of a 30-day take avoidance survey to identify if burrowing owl are present at any time of the year. The survey shall be conducted by a qualified biologist. If active burrowing owl dens are detected, the biologist shall recommend mitigation buffers during the construction period to avoid impacting the burrowing owl in conjunction with California Department of Fish and Wildlife concurrence.	Condition of Approval	Submittal of grading permit	Prior to issuance of grading permit	Planning and Development Department – Planning Division	
	Noise					
MM 10-A	Prior to issuance of building permits for residential structures, the applicant's plans shall demonstrate that all windows and glass doors have a minimum Sound Transmission Class (STC) rating of STC 28.	Condition of Approval	Submittal of construction documentation and plan check	Prior to issuance of building permit	Planning and Development Department – Planning and Building Divisions	
MM 10-B	Prior to issuance of building permits for residential structures, the applicant's construction plans shall demonstrate that all entry doors be insulated solid-core doors with full perimeter gaskets to prevent sound leakage through cracks and gaps.	Condition of Approval	Submittal of construction documents and plan check	Prior to issuance of building permit	Planning and Development Department – Planning and Building Divisions	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	Noise Continued					
MM 10-C	Prior to issuance of building permits for residential structures, the applicant's construction plans for the project shall use a typical exterior wall detail with gypsum board on the interior side of wood studs, an exterior-rated material at the exterior, and batt insulation in the cavity.	Condition of Approval	Submittal of construction documents and plan check	Prior to issuance of building permit	Planning and Development Department – Planning and Building Divisions	
MM 10-D	Prior to issuance of building permits for residential structures, the applicant's construction plans shall demonstrate that all units will have mechanical ventilation installed as the units are unable to meet the City's 45 CNEL interior noise level requirement with windows and doors open. Appropriate means of air circulation and provision of fresh air must be present to allow windows to remain closed for extended intervals of time so that acceptable levels of noise can be maintained on the interior. The ventilation system shall not compromise the sound insulation capability of the exterior wall or be dependent on ventilation through windows.	Condition of Approval	Submittal of construction documents and plan check	Prior to issuance of building permit	Planning and Development Department – Planning and Building Divisions	
	Tribal Cultural Resources					
MM 17-A	Tribal Monitoring: Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52. The applicant shall coordinate with the Tribe(s) to develop Tribal Monitoring Agreement(s). A copy of the signed agreement shall be provided to the City of Corona Planning and Development Department.	Condition of Approval	Submittal of signed Tribal Monitoring Agreement(s)	Prior to issuance of grading permit	Planning and Development Department – Planning Division	
MM 17-B	Archaeological Monitoring: At least 30-days prior to filing an application for a grading permit and before any grading, excavation and/or ground disturbing activities occur on site, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities to identify any unknown archaeological resources. A. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include: i. Project grading and development scheduling; ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during	Condition of Approval	Submittal of grading permit	Prior to issuance of grading permit	Planning and Development Department – Planning Division	

	<p>grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists.</p> <p>iii. The protocols and stipulations that the Developer, City, Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</p>					
MM 17-C	<p>Discovery of Human Remains: When human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). As required by Section 7050.5, all excavation shall stop in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall contact the NAHC to determine the most likely descendant(s) (MLD) of receiving notification of the discovery. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remain(s) shall be overseen by the MLD to determine the most appropriate means of treating the humans remains and any associated grave artifacts.</p>	Condition of Approval	Field inspection and submittal of applicable documentation from the Most Likely Descendant and/or project archaeologist, confirming findings and recommendation or preferences for the treatment of the findings.	Before further grading can continue, or as recommended by the Most Likely Descendant and/or project archaeologist.	Planning and Development Department – Planning Division	