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.**

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

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

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

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

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

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

Date Prepared: 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

__X__ Pechanga

__X__ Soboba

_____ WQCB

_____ Other_____

UTILITY DISTRIBUTION

__X__ Southern California Edison

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

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

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

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

Discussion:

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	☐	☐	☐	☒
b. Displace substantial numbers of existing housing or people	☐	☐	☐	☒

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

Discussion:

A 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	☐	☐	☒	☐
b. Deplete groundwater supplies	☐	☐	☒	☐
c. Alter existing drainage pattern	☐	☐	☒	☐
d. Increase flooding hazard	☐	☐	☒	☐
e. Degrade surface or ground water quality	☐	☐	☒	☐
f. Within 100-year flood hazard area	☐	☐	☒	☐
g. Increase exposure to flooding	☐	☐	☒	☐
h. Exceed capacity of storm water drainage system	☐	☐	☐	☒

Discussion:

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

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, PM_{10}, 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 SCAOMD 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,, CO, PM_{10}, 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, NOx, CO, SOx, PM_{10}, 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, NOx, CO, SOx, PM_{10}, 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	☐	☐	☐	☒
b. Conflict of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	☐	☐	☐	☒
c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction	☐	☐	☐	☒
d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions (General Plan Condition)	☐	☐	☒	☐
e. Change in air traffic patterns	☐	☐	☐	☒
f. Traffic hazards from design features	☐	☐	☐	☒
g. Emergency access	☐	☐	☐	☒
h. Conflict with alternative transportation policies	☐	☐	☐	☒

Discussion:

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	☐	☒	☐	☐
b. Riparian habitat or sensitive natural community	☐	☒	☐	☐
c. Adversely affects federally protected wetlands	☐	☐	☒	☐
d. Interferes with wildlife corridors or migratory species	☐	☐	☒	☐
e. Conflicts with local biological resource policies or ordinances	☐	☐	☒	☐
f. Conflicts with any habitat conservation plan	☐	☐	☒	☐

Discussion:

The 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, t he 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 Kinsinger Environmental Consulting with the application for their concurrence that: 1) the existing freshwater march 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

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
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	☐	☐	☒	☐
b. Risk of accidental release of hazardous materials	☐	☐	☒	☐
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	☐	☐	☒	☐
d. Located on hazardous materials site	☐	☐	☐	☒
e. Conflict with Airport land use plan	☐	☐	☐	☒
f. Impair emergency response plans	☐	☐	☐	☒
g. Increase risk of wildland fires	☐	☐	☐	☒

Discussion:

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.

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.

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.

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.

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.

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

Discussion:

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.

Table 10-A. Future Traffic CNEL at Proposed Outdoor Use Areas

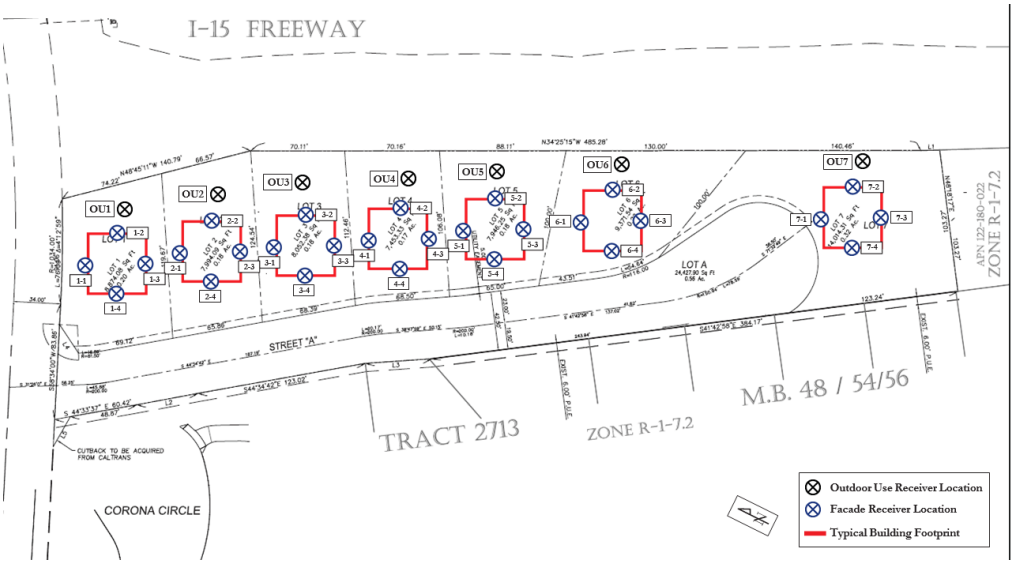
Receiver Number	Location	Exterior Traffic Noise Level (CNEL)
OU1	Lot 1 Backyard	64.8
OU2	Lot 2 Backyard	63.9
OU3	Lot 3 Backyard	62.8
OU4	Lot 4 Backyard	61.6
OU5	Lot 5 Backyard	60.4
OU6	Lot 6 Backyard	58.9
OU7	Lot 7 Backyard	60.3

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	☐	☐	☒	☐
b. Police protection	☐	☐	☒	☐

c. Schools	☐	☐	☒	☐
d. Parks & recreation facilities	☐	☐	☒	☐
e. Other public facilities or services	☐	☐	☒	☐

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

Discussion:

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	☐	☐	☐	☒
b. Degrade visual character of site & surroundings	☐	☐	☐	☒
c. Light or glare	☐	☐	☒	☐
d. Scenic resources (forest land, historic buildings within state scenic highway	☐	☐	☐	☒

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 the 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	☐	☐	☐	☒
b. Archaeological resource	☐	☒	☐	☐
c. Paleontological resource or unique geologic feature	☐	☒	☐	☐
e. Disturb human remains	☐	☒	☐	☐

Discussion:

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 sedients 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)**

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.

Mitigation Measure:

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
a. Williamson Act contract	☐	☐	☐	☒
b. Conversion of farmland to nonagricultural use	☐	☐	☐	☒

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	☐	☐	☐	☒
b. Conflict with a plan, or regulation	☐	☐	☐	☒

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 MTCO2e 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 MTCO2e on an annual basis. This would not exceed the SCAQMD's threshold of significance of 3,000 MTCO2e 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 years[2]	**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 CO_2e, 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	☐	☐	☐	☒
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	☐	☒	☐	☒

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 Pechenga 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	☐	☒	☐	☐
b. Cumulatively considerable impacts	☐	☒	☐	☐
c. Substantial adverse effects on humans	☐	☒	☐	☐
d. Short-term vs. long-term goals	☐	☒	☐	☐

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.

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

Discussion

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 Fore 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.

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 wildfires are considered to be less than significant and no mitigation would be required.

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.

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.

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

Discussion

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, insultation, 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	

	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(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.					
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 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.	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	