



## ***CITY OF CORONA***

### ***MITIGATED NEGATIVE DECLARATION***

#### **NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**GPA2019-0001:** An application to amend the General Plan designation of four properties totaling approximately 0.50 acres from Low Density Residential (LDR) to Office Professional (OP) and establish the Office Professional designation on approximately 0.43 acres of public right-of-way (7th Street) to facilitate the development of a 3.48-acre medical office park located on the south side of West Sixth Street, between Sheridan Street and Belle Avenue.

**SPA2019-0001:** An application to amend the Downtown Corona Revitalization Specific Plan (SP98-01) to change the designation of seven properties totaling approximately 1.03 acres from Single Family District and Commercial Services District to Downtown District and establish the Downtown District on approximately 0.43 acres of public right-of-way (7th Street) to facilitate the development of a 3.48-acre medical office park located on the south side of West Sixth Street, between Sheridan Street and Belle Avenue.

**PM 37565:** A parcel map application to create two parcels totaling 3.48 acres to facilitate the development of two medical office buildings located on the south side of West Sixth Street, between Sheridan Street and Belle Avenue.

**PP2019-0003:** A precise plan application to review the site plan and architecture of two medical office buildings totaling 58,900 on 3.48 acres located on the south side of West Sixth Street, between Sheridan Street and Belle Avenue in the Downtown District of the Downtown Corona Revitalization Specific Plan (SP98-01).

#### **ENTITY OR PERSON UNDERTAKING PROJECT:**

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

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

Date: \_\_\_\_\_

\_\_\_\_\_  
Mayor  
City of Corona

Date filed with County Clerk: \_\_\_\_\_

# CITY OF CORONA

## INITIAL STUDY / ENVIRONMENTAL CHECKLIST

**PROJECT TITLE:** GPA2019-0001, SPA2019-0001, PM 37565, and PP2019-0003

**PROJECT LOCATION:**

South side of West Sixth Street, between Sheridan Street and Belle Avenue, in the City of Corona, County of Riverside.

Assessors' Parcel Numbers: 117-181-002, -003, -011, -012, -015, -016, 117-186-001, -002, -003, -004, -006, -007, -010, -011, -012, -013, and -014.

**PROJECT PROPONENT:**

Richard T. Boureston  
Boureston Development  
650 Town Center Drive, Suite 890  
Costa Mesa, CA 92626

**PROJECT DESCRIPTION:**

The proposed project is for the development of two medical office buildings totaling 58,900 square feet on 3.48 acres located on the south side of Sixth Street between Sheridan Street and Belle Avenue. The project site is comprised of 13 properties which are located within the Downtown Corona Revitalization Specific Plan and zoned Downtown (D), Community Services (CS), and Single Family (SF). The project site also includes a portion of 7<sup>th</sup> Street that bisects the project site from Sheridan Street to Belle Avenue and two alleys which will vacated and included within the project boundary. Each medical office building is two stories and approximately 40 feet in height. The development includes a parking lot containing 231 parking spaces which will shared among the tenants within the buildings. In addition, 54 off-site parking spaces will be provided on Belle Avenue adjacent to the project site to serve the buildings.

Development of the proposed project requires multiple entitlements which include a general plan amendment, specific plan amendment, parcel map, and a precise plan. The following describes the reason for each entitlement.

- **GPA2019-0001:** GPA2019-0001 is a proposal to amend the General Plan land use designation of four properties totaling approximately 0.50 acres located on the southwest corner of the project from Low Density Residential (LDR) to Office/Professional (OP). The amendment will also establish the Office/Professional designation the section of 7<sup>th</sup> Street (approximately 0.43 acres) that bisects the project site and two alleys that are located within the project site.
- **SPA2019-0001:** SPA2019-0001 is a proposal to amend the Downtown Corona Revitalization Specific Plan to change the zoning of seven parcels totaling approximately 1.03 acres located on the southern portion of the project site from Single Family (SF) and Commercial Services (CS) to Downtown (D). The amendment will also establish the Downtown designation on the section of 7<sup>th</sup> Street (approximately 0.43 acres) that bisects the project site and two alleys located within the project site.
- **PM 37565:** PM 37565 is a parcel map application that will merge the 13 existing lots plus the 0.43-acre section of 7<sup>th</sup> Street and two alleys into two parcels totaling 3.48 acres to accommodate the two medical office buildings. Each lot will contain its own building and a portion of the shared parking lot.
- **PP2019-0003:** PP2019-0003 is a precise plan application to review the site plan and architecture of the two medical office buildings on the project site.

## ENVIRONMENTAL SETTING:

**Site Description:** The project site is comprised of 13 properties, a section of 7<sup>th</sup> Street and two alleys. The section of 7<sup>th</sup> Street and two alleys will be vacated as part of this development proposal so that they can be included within the project boundary. Refer to Figure 1. The two most northerly parcels that abut Sixth Street were previously developed for commercial purposes but are currently vacant. The middle parcel that abuts Belle Avenue is developed with a parking lot for the Corona Public Library which is located across Belle Avenue to the east of the project site. The remaining 10 properties were previously developed with single family homes but are currently vacant.

**Site Surroundings:** The project site is located in an urbanized area considered the city's downtown. The project site is bounded to the north and northeast by Sixth Street and a tire shop, respectively. To the west is Sheridan Street with a car dealership and single family residences located beyond Sheridan Street. To the east is Belle Avenue with a medical clinic and the Corona Public Library located beyond Belle Avenue. To the south is a parking lot for the Corona Regional Medical Center.

## GENERAL PLAN \ ZONING:

**General Plan:** The existing General Plan designation of the 13 properties are varied. Refer to Figure 2. Per the city's General Plan map, the six properties located on the northern portion of the project site between Sixth Street and 7<sup>th</sup> Street are designated as Mixed Use: Downtown (MUD). The four properties located on the southwest portion of the project site abutting Sheridan Street are designated as Low Density Residential (LDR, 3-6 du/ac). The three properties located on the southeast portion of the project site are designated as Office/Professional (OP). The MUD and OP designations permit the proposed project; however, the LDR does not. Compliance with the General Plan is being addressed through the general plan amendment application, GPA2019-0001, which proposes to change the General Plan designation of the LDR properties to OP to allow for the development of the proposed project. The OP designation would be consistent with the OP properties located within the same block on the southeast portion of the project site.

**Zoning:** The 13 properties are located within the Downtown Corona Revitalization Specific Plan and have different zoning. Refer to Figure 3. Per the Specific Plan's land use map, the six properties located on the northern portion of the project site between Sixth Street and 7<sup>th</sup> Street are currently zoned Downtown. The four properties located on the southwest portion of the project site abutting Sheridan Street are currently zoned Single Family (SF). The three properties located on the southeast portion of the project site are currently zoned Community Services (CS). The medical office buildings are a permitted use in the Downtown and Community Services Districts, but not in the Single Family District. Compliance with the Specific Plan's land use map is being addressed through the specific plan amendment application, SP2019-0001, which proposes to change the zoning of the Single Family portion to Downtown to allow for the medical office use. Also, even though the proposed use is already permitted on the Community Services portion of the project site, the amendment will also change the Community Services portion to Downtown. This would allow the entire project site to be developed under the same zoning and development standards of the Downtown District.

## STAFF RECOMMENDATION:

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

- \_\_\_ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**
- \_\_\_ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE**

## DECLARATION WILL BE PREPARED.

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

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: August 5, 2019

Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang

Phone: (951)279-3553

### AGENCY DISTRIBUTION

(check all that apply)

- ☐ Responsible Agencies
- ☐ Trustee Agencies (CDFG, SLC, CDPR, UC)
- ☐ State Clearinghouse (CDFG, USFWS, Redev. Projects)
- ☐ AQMD
- ☒ Pechanga
- ☒ Soboba
- ☐ WQCB
- ☒ Other: Gabrieleno/Tongva San Gabriel Band, Rincon, Torres Martinez Desert Cahuilla Indians, Santa Rosa

### UTILITY DISTRIBUTION

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

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

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

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

#### Discussion:

The project site is comprised of multiple properties (13) that have different General Plan designations and zoning. Per the city's General Plan map (Figure 2), the six properties located on the northern portion of the project site between Sixth Street and 7<sup>th</sup> Street are currently designated as Mixed Use: Downtown (MUD). The four properties located on the southwest portion of the project site abutting Sheridan Street are currently designated as Low Density Residential (LDR, 3-6 du/ac). The three properties located on the southeast portion of the project site are currently designated as Office Professional (OP). The MUD and OP designations permit the proposed medical office buildings; however, the LDR does not. Compliance with the General Plan is being addressed through the general plan amendment application, GPA2019-0001, which proposes to change the General Plan designation of the LDR properties to OP to allow for the medical office use and to be consistent with the OP properties that are located on the same block.

Per the Downtown Corona Revitalization Specific Plan's land use map (Figure 3), the six properties located on the northern portion of the project site between Sixth Street and Seventh Street are currently zoned Downtown. The four properties located on the southwest portion of the project site abutting Sheridan Street are currently zoned Single Family (SF). The three properties located on the southeast portion of the project site are currently zoned Community Services (CS). The medical office buildings are a permitted use in the Downtown and Community Services Districts, but not in the Single Family District. Compliance with the Specific Plan's land use map is being addressed through the specific plan amendment application, SP2019-0001, which proposes to change the zoning of the Single Family portion to Downtown to allow for the medical office use. Also, even though the proposed use is already permitted on the Community Services portion of the site, the amendment will also change the Community Services portion to Downtown. This would allow the entire project site to be developed under the same zoning and development standards of the Downtown District. Approval of the general plan and specific plan amendments would result in the project being in conformance with the city's General Plan and Specific Plan. This would result in no impacts and no mitigation would be required.

The project site is located in an urbanized part of the city. It is bounded to the north and northeast by Sixth Street and a tire shop, respectively. Located beyond Sixth Street to the north are existing retail and commercial service shops. To the west is Sheridan Street with a car dealership and six single family residences located on the other side. To the east is Belle Avenue with a medical clinic and the Corona Public Library located on the other side. To the south is a parking lot which serves the Corona Regional Medical Center located at 800 S. Main Street. The project site expands across two blocks that are zoned primarily for commercial and office use. The surrounding uses that are located on the same side of Sheridan Street as the project site consist of commercial and medical buildings, a hospital, parking lots, a library, and other quasi-public type uses. Therefore, rezoning and developing the project site to accommodate medical office buildings would be a logical continuation of the existing surrounding land uses. This would result in a less than significant impact and no mitigation is required.

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

#### Discussion:

The project site is comprised primarily of vacant undeveloped land. Only a portion of the project site is currently developed for a parking lot for the Corona Public Library. As the project is for two medical office buildings and there are no existing residences on the project site, development of the proposed project would not induce substantial growth or displace housing or people. No impacts are expected, and no mitigation is required.

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

**Discussion:**

A preliminary geotechnical investigation report was prepared for the project by GMU Geotechnical, Inc. (October 5, 2018) to evaluate the subsurface conditions at the project site for the purpose of making geotechnical recommendations related to the design and construction of the proposed medical office buildings. Per the geotechnical investigation report, the project site is relatively flat with a gentle slope descending to the northwest towards Sixth Street. As the site is comprised of multiple properties, portion of the site contains vegetation, asphalt parking lot, and gravel parking lot. GMU drilled 11 holes to a maximum depth of 51.5 feet below the existing ground surface to determine the subsurface geologic and groundwater conditions and to obtain bulk and drive samples for geotechnical testing. Based on the soils test, the site contains alluvia fan deposits overlain by artificial fill. The alluvial fan deposits were observed throughout the 51.5-foot depth. Artificial fill was encountered within two of the drill holes at depths of approximately 1.5 to 2 feet. However, based on previous site conditions observed from historic aerial photographs, the depth of existing artificial fill could vary across the site and may be as thick as 5 feet.

Groundwater was not encountered during the drilling. A separate research performed for the site indicates that groundwater is situated at a depth of approximately 90 feet from the existing ground surface and may vary across the site due to stratigraphic and hydrologic conditions but is not expected to impact development of the site. Therefore, no impacts are expected.

The site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known active faults are in the area of the project site. The nearest active faults are the Chino and Elsinore fault systems, which are located approximately 2.1 and 3.4 miles from the site, respectively, and are capable of generating a maximum earthquake magnitude of 6.8 and 7.8, respectively. Given the site's proximity to these and other active and potentially active faults, the site will likely be subject to earthquake ground motions in the future. The project will be subject to city and county local codes, the latest California Building Code (CBC), and the engineering recommendations 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 not located in a zone that requires investigation for liquefaction. In addition, based on the soils encountered at the site, GMU opines that the liquefaction potential at the site is low. No impacts are expected from liquefaction.

Based on GMU's review of available geologic maps, literature, topographic maps, aerial photographs, and soils evaluation, the potential for landslides to occur at the site is considered negligible. No impacts are expected as it pertains to landslides.

The soils encountered at the site exhibit a medium to high expansion potential. As such, GMU recommends using a high expansion potential in the design of the structures. Compliance with the recommendations in the geotechnical investigation report would reduce potential impacts to less than significant and no mitigation is required.

Development of the site would involve grading of more than 100 cubic yards. There would also be grading in areas with greater than 10 percent slopes. 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 and no further investigation would be required.

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

**Discussion:**

Per the project's hydrology report (Fusco Engineering, July 2019), the site currently drains from the southeast corner of the project site to the northwest corner. For the existing Corona Public Library parking lot, runoff surface flows toward curb and gutter and ultimately to Belle Avenue. The existing streets surrounding the project site do not have any existing catch basin inlets to capture any of the surface runoff from the project site. There are also no underground drainage lines to carry runoff to the city's public storm drain system. Development of the proposed project would alter the existing drainage pattern onsite. The project will be designed to match the historic drainage pattern flow of the existing conditions. The proposed drainage for the project will have storm water runoff surface flow towards the northwest corner near the intersection of Sixth Street and Sheridan Street which will then travel west down Sixth Street and Seventh Street till they join with a public storm drain line on Merrill Street. Low flows will be collected to one of two on-site underground infiltration galleries via pervious pavement proposed within the parking lot. Flow through planter areas in the landscape medians will be used as a water quality method for treating runoffs. Overall, the project will not adversely affect the downstream facilities or neighborhood and will reduce the impact on the existing infrastructure. Therefore, no mitigation is required.

Development of the project site would increase the area of impermeable surface paving which will result in an increase in surface runoff. The applicant has submitted a preliminary Water Quality Management Plan (WQMP) prepared by Fusco Engineering (September 17, 2018) to ensure that the project addresses potential water quality impacts. The applicant will be required to implement on site the Best Management Practices (BMPs) identified in the preliminary WQMP to minimize pollutant runoff into the City's storm water drainage system. These include maintaining and periodically repainting or replacing inlet markings, providing regular maintenance of the landscaping, and sweeping sidewalks and parking areas regularly and to prevent accumulation of litter and debris. Prior to issuance of a grading permit, the applicant will be required to submit a final WQMP to be reviewed by the Corona Public Works Department. This will result in a less than significant impact to water quality and therefore, no further mitigation is required.

According to the project's geotechnical investigation report (GMU, October 5, 2018), review of Riverside County FEMA Flood Insurance Rate Map indicates that the site is located within "Zone X", an area of 0.2% annual chance flood, 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and protected by levees from 1% annual chance flood. The potential for the site to be adversely impacted by significant flooding is considered low. Additionally, the project site is not located within the 100-year flood hazard area. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

**5. AIR QUALITY:**

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

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Conflict with air quality plan           | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Violate air quality standard             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c. Net increase of any criteria pollutant   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| d. Expose sensitive receptors to pollutants | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| e. Create objectionable odors               | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion:**

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.

An air quality study was prepared for the project by RK Engineering (February 28, 2019) to analyze potential air impacts associated with the proposed project. Emissions were calculated using the California Emission Estimator Model (CalEEMod) Version 2016.3.2, which was the latest version available at the time of the preparation of the report. The CalEEMod is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term and long-term air quality impacts.

**Construction (Short-term) Emissions Impacts**

Short-term air impacts include construction related activities associated with the proposed project. These activities would result in emissions of VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> which have 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 would be completed in approximately 12 months. During construction, the project is expected to comply with the regulatory construction requirements under the SCAQMD Rules which include but are not limited to Rule 1403 (Asbestos), Rule 1113 (Architectural Coatings), and Rule 403 (Fugitive Dust). The project's estimated maximum daily construction emissions are summarized below in Table 5-A. As shown, emissions resulting from project construction would not exceed the SCAQMD regional thresholds of significance for regulated pollutants. Therefore, a less than significant impact would occur and no mitigation is required.

**TABLE 5-A**  
**Estimated Construction Maximum Daily Air Pollutant Emissions (lbs/day)**

Construction Phase	Maximum Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions during Summer or Winter (includes both on-site and off-site project emissions)	32.79	45.64	22.86	0.06	9.50	6.05
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

**Construction Related Localized Emissions**

The project's air quality study also included a construction related localized emissions impact analysis. SCAQMD established Localized Significance Thresholds (LSTs) to show whether a proposed project would cause or contribute to localized air quality impacts at the nearest sensitive receptor. Sensitive receptors include residences, schools, hospitals, and similar uses



that are sensitive to adverse air quality. For this project, the nearest sensitive receptors include residential properties located approximately 60 feet to the west and a hospital (Corona Regional Medical Center) located approximately 100 feet to the south. LSTs take into account the size of the project and a project's distance to the sensitive receptor, and apply only to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Tables 5-B and 5-C show the project's construction emission rates with and without implementation of **Mitigation Measure 1**. With implementation of **Mitigation Measure 1**, the project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs) established for sensitive receptors located 25 meters from the project site if **Mitigation Measure 1** is implemented. Therefore, compliance with **Mitigation Measure 1** would reduce impacts to less than significant. Note that Tables 5-B and 5-C assume that the project would be implementing standard SCAQMD rules and requirements for fugitive dust control.

**TABLE 5-B**  
**Unmitigated Construction LST Impacts**

Construction Phase	Maximum Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum On-site Emissions	45.57	22.06	9.30	6.0
SCAQMD Threshold	216.88	1,335.8	9.0	6.3
Threshold Exceeded?	No	No	Yes	No

**TABLE 5-C**  
**Mitigated Construction LST Impacts**

Construction Phase	Maximum Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum On-site Emissions	28.35	23.28	6.92	3.81
SCAQMD Threshold	216.88	1,335.8	9.0	6.3
Threshold Exceeded?	No	No	No	No

#### Construction Related Diesel Particulate Matter

The greatest potential for toxic air contaminant emissions from the project would be related to diesel particulate matter (DPM) emissions associated with heavy diesel equipment used during construction. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk" which is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer based on the use of standard risk-assessment methodology. As shown in Table 5-B, construction-based particulate matter (PM) emissions including diesel exhaust emissions have the potential to exceed local emissions levels. Therefore, the project is required to implement **Mitigation Measure 1** to reduce particulate matter (PM) from diesel exhaust. The project shall also implement the best available pollution control strategies to minimize potential health risks, which are listed under **Mitigation Measure 2**. Compliance with **Mitigation Measures 1 and 2** would reduce impacts related to DMP to less than significant.

#### Operational (Long-term) Emissions Impacts

Long-term operational activities associated with the proposed project will result in emissions of VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from energy sources (electricity consumption), mobile sources (vehicle trips), and area sources (landscape equipment and architectural coating emissions). As shown in Table 5-D, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, this would be less than significant and no mitigation is required.

**TABLE 5-D**  
**Project Operational Emissions**

Emissions Source	Estimated Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Total Emissions From Mobile, Energy, and Area Sources	4.89	9.55	40.79	0.13	11.26	3.06
SCAQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

#### Operational Related Localized Emissions

Table 5-E shows the localized operational emissions and compares the results to SCAQMD LST thresholds of significance. As shown in Table 5-E, the emissions will be below the SCAQMD thresholds of significance for localized operational emissions. The project will result in less than significant localized operational emissions impacts and no mitigation is required.

**TABLE 5-E**  
**Operational LST Impacts**

LST Pollutants	Maximum Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum On-site Emissions	0.53	2.12	0.6	0.2
SCAQMD Threshold	216.88	1,335.8	2.4	1.8
Threshold Exceeded?	No	No	No	No

### Construction and Operational Related Odors

Land uses generally associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, fiberglass molding facilities. The project does not contain land uses associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. However, these activities would be temporary, short-term, and intermittent in nature and would cease upon completion of the project's construction phase. Other potential odor sources associated with the project include the temporary storage of typical solid waste (refuse) associated with the project's long-term operational uses. However, it is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the project's construction and operations would be less than significant and no mitigation would be required.

### Operational Related Toxic Air Contaminants

The proposed medical office use is not considered a typical source of significant toxic air contaminants (TAC). A TAC is defined as air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. The primary source of TACs from non-industrial land use development projects would include diesel particulate matter (DPM) generated from diesel exhaust emissions. The medical office use may attract some light-heavy trucks for shipping and delivery purposes, but would not be a truck intensive use that would generate a significant amount of DPM. Based on the project's trip generation taken from the project's Traffic Impact Analysis (RK Engineering Group, December 2018), the project is expected to generate a maximum of 30 heavy truck trips per day.

According to SCAQMD, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the maximum incremental cancer risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

Based on the project's trip generation, it is not expected that the project would result in significant incremental increases in potential cancer risks to surrounding sensitive receptors. This is considered a less than significant impact and no mitigation is required.

### CO Hot Spots Emissions

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm (parts per million) or the eight-hour standard of 9 ppm. When the 1993 CEQA Air Quality Handbook was published, the South Coast Air Basin which includes the project site was designated nonattainment, and so CO hot spot analyses were required to be performed to ensure that development did not exacerbate an existing problem. Since that time, the South Coast Air Basin has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMP Air Quality Management Plan found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD Air Quality Management Plan found that, at the four of the busiest intersections in the South Coast Air Basin, there were no CO hot spots concentrations. Furthermore, the project's Traffic Impact Analysis found that traffic generated by the project would not cause significant adverse impacts. Therefore, it is reasonable to conclude that the project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO hot spots. This is considered a less than significant impact and no mitigation is required.

### Mitigation Measures

1. Require all construction equipment to have low emission Tier 4 "clean diesel" engines with diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

2. In order to ensure the level of DPM exposure is reduced as much as possible, the project shall implement the following best available pollution control strategies to minimize potential health risks:
  - a. Utilize low emission “clean diesel” equipment with new or modified engines (Tier 4 or better) that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.
  - b. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors.
  - c. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
  - d. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

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

### Discussion:

Senate Bill (SB) 743 was passed by the California State Legislature and signed into law in 2013 requiring public agencies to analyze a project's potential traffic impact on the environment using vehicle miles traveled (VMT) instead of level of service (LOS) when evaluating for CEQA compliance. Section 15064.3 of the 2019 CEQA Guidelines provide the criteria for analyzing transportation impacts of projects when measuring vehicle miles traveled. On May 1, 2019, the City of Corona adopted updates to the city's Local Guidelines For Implementing CEQA which incorporated the provisions of Section 15064.3. The city also has a draft memorandum regarding VMT Analysis Guidelines prepared for Fehr & Peers dated January 11, 2019 which establishes the methodologies for analyzing VMTs. A separate memorandum prepared by Fehr & Peers dated March 27, 2019 establishes that VMT should be analyzed under two scenarios – a baseline year and at buildout which is year 2040. Furthermore, under the VMT Analysis Guidelines, a significant impact would occur if either condition below is met:

- **Project Level Impact:** The buildout of the project increases the total daily VMT per service population (VMT/SP) above the baseline level (year 2017) for the city.
- **Cumulative Effect on VMT:** The buildout of the project causes total daily VMT/SP within the city to be higher than the no-project alternative under cumulative conditions at buildout (year 2040).

The city's established VMT thresholds are based on a 2017 baseline year and at buildout year 2040:

- 2017 Baseline Year – 30.2 VMT/SP
- 2040 Buildout Year – 32.6 VMT/SP

Per the state's Office of Planning and Research Technical Advisory On Evaluating Transportation Impacts in CEQA, certain projects can be screened from being required to conduct a VMT assessment as these types of projects are expected to cause a less than significant impact. These projects include the following:

- Projects that generate less than 110 daily trips.
- Local serving retail less than 50,000 square feet.

- Local serving schools.
- Development in a Transit Priority Area and consistent with the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- Development in a low VMT generating area, consistent with the RTP/SCS, and consistent with development currently in that zone.

The project site is located within Corona's Transit Priority Area (TPA) which consists of the areas located approximately within one mile north and south of State Route 91 from approximately Serfas Club Drive to the eastern limits of the city boundaryline. The city's TPA consists of the Metrolink Rail line and RTA bus route on Sixth Street. As such, the Public Works Department did not require a VMT analysis to be prepared for the proposed project. This would be a less than significant impact and no mitigation pertaining to VMT is warranted.

#### Traffic Impact Analysis

Although the city's CEQA checklist no longer considers level of service or LOS as a means of determining a significant effect on the environment, the city still uses LOS to determine if an applicant's project needs to construct certain circulation improvements or participate in the fair share cost toward the construction of future circulation improvements. Circulation improvements, if required, would be added as a condition of approval for the project. A Traffic Impact Analysis (TIA) was prepared for the project by RK Engineering Group (December 20, 2018, and updated August 21, 2019) to evaluate the project's potential traffic impact in terms of LOS to the surrounding area. Per the General Plan, the acceptable LOS for intersections within the City of Corona is LOS C or better for local intersections in residential/industrial areas, and LOS D or better for collector and arterial intersections.

The project is anticipated to open in year 2020 and is expected to generate approximately 2,050 average daily trips with approximately 164 trips during the AM peak hour, and approximately 204 trips during the PM peak hour.

Access into the project site is planned to be provided via four unsignalized driveways:

- One full-access driveway on Sheridan Street;
- One right-in/right-out driveway along Sixth Street;
- Two full-access driveways on Belle Avenue.

The following street intersections were studied in the TIA because of their proximity to the project site:

1. W. Grand Blvd. / W. Sixth St.
2. Sheridan St. / W. Sixth St.
3. Belle Ave. / W. Sixth St.
4. S. Main St. / Sixth St.
5. S. Main St. / Eighth St.
6. S. Main St. / Ninth St.
7. Sheridan St. / Project Driveway 1
8. Project Driveway 2 / W. Sixth St.
9. Belle Ave. / Project Driveway 3
10. Belle Ave. / Seventh St – Project Driveway 3
11. Sheridan St. / Seventh St.

The following street segments were studied in the TIA because of their proximity to the project site:

1. W. Sixth St., from W. Grand Blvd. to Main St.
2. S. Main St., from Sixth St. to Ninth St.
3. Sheridan St., from W. Sixth St. to Ninth St.
4. W. Ninth St., from Sheridan St. to S. Main St.
5. S. Belle Ave., from W. Sixth St. to Eighth St.
6. W. Eighth St., from Belle Ave. to S. Main St.

The TIA evaluated traffic conditions under the following scenarios:

- Existing Conditions (2018)
- Existing Plus Project Conditions (2018)
- Project Opening Year (2020) with Background Traffic
- Project Opening Year (2020) with Background Traffic and Proposed Project
- Build-out Year (2040) with Background Traffic

- Built-out Year (2040) with Background Traffic and Proposed Project

**Existing Conditions (2018):** Per the TIA, all study intersections are currently operating at an acceptable level of service (LOS D or better) during the AM and PM peak hours.

**Existing Plus Project Conditions (2018):** This scenario assumes that Seventh Street from Sheridan Street to Belle Avenue was removed as planned to accommodate the project and as such, traffic from Seventh Street has been redistributed accordingly throughout the study area roadway network. Per the TIA, all study intersections are expected to continue to operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours.

**Project Opening year (2020) with Background Traffic Conditions:** For this scenario, a conservative annual grow rate of 2 percent was applied to the existing traffic volumes over a two-year period (2.5% total) to account for area wide/ambient growth. Per the TIA, all study intersections are expected to continue to operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours under this scenario.

**Project Opening year (2020) with Background Traffic Conditions and Proposed Project Conditions:** For this scenario, a conservative annual grow rate of 2 percent was applied to the existing traffic volumes over a two-year period (4% total) to account for area wide/ambient growth. In addition, this scenario assumes that Seventh Street from Sheridan Street to Belle Avenue was removed as planned to accommodate the project and as such, traffic from Seventh Street has been redistributed accordingly throughout the study area roadway network. Per the TIA, all study intersections are expected to continue to operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours under this scenario.

**Buildout Year (2040) with Background Traffic Conditions:** For both 2040 scenarios, since the project area is projected to experience a more practical annual grow rate of 1.25% as opposed to a 2% annual growth rate, a 1.25% annual growth rate was applied to the existing traffic volumes over a 22-year period to account for area wide/ambient growth. Per the TIA, all study intersections are expected to continue to operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours under this scenario.

**Buildout Year (2040) with Background Traffic Conditions and Proposed Project Conditions:** The more practical annual grow rate of 1.25% was applied to the existing traffic volumes over a 22-year period to account for area wide/ambient growth for this scenario. Also, this scenario assumes that Seventh Street from Sheridan Street to Belle Avenue will be removed as planned to accommodate the project and as such, traffic from Seventh Street has been redistributed accordingly throughout the study area roadway network. Per the TIA, all study intersections are expected to continue to operate at an acceptable level of service (LOS D or better) during the AM and PM peak hours under this scenario.

Because the studied intersections are expected to continue to operate at acceptable levels of service, no additional circulation improvements are required by the applicant.

**Roadway Segments:** All studied roadway segments are expected to be operating at acceptable levels of service (LOS C or better), with the exception of the following two segments:

1. W. Sixth St., from W. Grand Blvd. to Main St. – forecast to operate deficiently at Buildout Year 2040 without and with Project conditions.
2. S. Main St., from Sixth St. to Ninth St. – forecast to operate deficiently at Buildout Year 2040 without and with Project conditions.

Therefore, to determine the true deficiency of these two roadway segments at Buildout Year with the Project conditions, an analysis was done using peak hours. The TIA indicates that the impacted roadway segments would be operating at LOS A in the peak hours in year 2040 with the project. Therefore, the project is not considered to have an impact on this roadway segment.

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

**Discussion:**

A biological survey was conducted for the project by ECORP Consulting, Inc. (December 18, 2018) to demonstrate the project's compliance with local, state, and federal regulations regarding listed, protected, and sensitive species. The survey was conducted in accordance with the Multiple Species Habitat Conservation Plan (MSHCP) which is a habitat conservation plan for Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The site is located within the boundaries of the MSCHP; however, it is not located within a cell group or criteria cell of the MSCHP. It is also not located within an area requiring a survey for amphibians, criteria area species survey, mammal survey, narrow endemic plants, or burrowing owls. The project site is not located in any United States Fish and Wildlife designated critical habitat. There are no jurisdictional features, hydric soils, or wetlands on the project site. No scalebroom weed were identified on the site. No burrowing owls or suitable habitat were observed on the site. However, potential nesting habitat for migratory birds and raptors protected by the Migratory Bird Treaty Act and California Fish and Game Code was present within a large olive and eucalyptus tree located in the parkways adjacent to Sheridan and Sixth Streets and within ornamental trees and shrubs located in the paved library parking lot. Raptors breed between February and August, and songbirds and other passerines nest between March and August. If construction of the project occurs during the bird breeding season (February 1 through August 31), ground disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat on the project site, and indirectly through increased noise, vibrations, and increased human activity. Compliance with Mitigation Measure 3 would reduce impacts to less than significant.

The project site will not interfere with wildlife corridors because the project site is highly disturbed and surrounded by development on all sides. Therefore, it does not provide movement opportunities for wildlife. The site is also isolated from larger, contiguous blocks of native habitat. Therefore, there is no impact and no mitigation is required.

**Mitigation Measures**

3. If project grading occurs during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction survey to the Community Development Department for review. The survey shall be conducted and submitted 7-10 days prior to issuance of a grading permit.

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

**Discussion:**

Per Figure 4.5-7 of the General Plan Technical Background Report, the project site does not contain mineral resources. Therefore, the project does not impact mineral resources, and no mitigation is warranted.

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

### Discussion:

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by TGE Resources, Inc. (January 11, 2019) 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 Phase I ESA, the northern portion of the project site by Sixth Street was occupied by a commercial building, auto sales business, and service station in the 1920s. The middle and southern portions were previously developed for residential use since 1900. In the 1960s, the northern portion was occupied by the California State Guard and a service station. By the early 1960s, the northern portion was occupied by a furniture store and warehouse. By the mid 1990s, the eastern portion was converted from residential use to the Corona Library parking lot. Between the mid 1990s and 2010, the commercial structures on the northern portion and the residential structures on the rest of the project site were removed from the site. Due to the previous service station use on the project site and the adjacent tire retail and installation shop to the east, the Phase I ESA recommended a Phase II ESA to investigate the site for the actual presence of hazardous substances.

A Limited Phase II ESA was prepared (TGE Resources, March 6, 2019) to analyze the soils on site. Sample soils were collected from the site for analysis which showed the presence of a RCRA metal (lead) along the northeastern property boundary, which constitutes a REC for the site. In addition, the VOC 1,4-dioxane is present in soil vapor within the northern of the site, which was the historical location of a gasoline station from the late 1920s through at least the early 1950s, with final disposition of fuel systems (tanks and ancillary product lines) unknown. Given this unknown outcome, this VOC in soil vapor is a confirmed REC for the site. The Limited Phase II ESA recommended further assessment of the soils. As such, a supplemental Limited Phase II ESA was prepared (May 24, 2019) to quantify (laterally and vertically delineate) the previously documented surface soil source areas for regulated concentrations of RCRA metal lead and to analyze the soil characterization in areas slated for excavation/disturbance during the development of the site. Soils were taken from various locations within the project site. A total 27 soil borings were made. The soil samples collected from the borings reported lead at concentrations ranging from 5.92 mg/kg to 752 mg/kg. Additionally, are composite samples reported arsenic at concentrations ranging from 4.93 mg/kg to 9.69 mg/kg. These concentrations exceed the DTSC (Department of Toxic Substance Control) residential and commercial recommended screening levels for lead and arsenic. Gasoline Range Organics (GRO) were also detected in the soil samples.

Potential surface soil exposure is limited in that the majority of the project site will be capped by concrete building foundations and asphalt driveway/parking areas associated with the proposed development. Additionally, in conjunction with site development, the disposal of nonhazardous concentrations of RCRA metal (arsenic and lead) impacted surface soil (deemed geotechnically unsuitable for construction) will occur via excavation and transport to a regulated/licensed disposal facility. There is potential for construction workers to engage in invasive activities such as excavating, grading, trenching, utility installation, and/or landscaping will encounter slightly elevated levels of lead and arsenic impacted soil during the construction of the site. Given the presence of the soil being impacted by RCRA metals (arsenic and lead) and GRO (gasoline range organics), the Phase II ESA recommended that the developer report the findings to the DTSC and Riverside County Environmental Health Department for review and determination of interest in possible case management. In addition, the developer should prepare and implement a soil management plan to ensure use of appropriate worker protection and proper management/disposal of the contaminated soils. Compliance with these mitigation measures (**Mitigation Measures 4-5**) would reduce impacts to less than significant.

The nearest schools to the project site are Jefferson Elementary School and Corona Fundamental Intermediate School which are located less than one-half mile from the project site. The schools are separated from the project site by developed

residential and commercial properties. Development of the proposed project on the site would not include any activities that would result in hazardous emissions. It also does not include the handling of hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, this would be a non-issue and no mitigation would be required.

The project site is not located in proximity to the Cleveland National Forest nor is it considered an area that can be described as a wildland area. The project site is 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.

The nearest airport to the project site is the Corona Municipal Airport, located approximately 2.0 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.

### **Mitigation Measures**

4. Prior to issuance of a grading permit, the developer shall report the soil findings to the Department of Toxic Substance Control and Riverside County Environmental Health Department for review and determination of interest in possible case management. The developer shall submit to the Public Works Department documentation as proof of this report.
5. Prior to issuance of a grading permit, the developer shall submit to the Public Works Department for review a soil management plan to ensure use of appropriate worker protection and proper management/disposal of site soils.

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

### **Discussion:**

A noise analysis was prepared for the project by RK Engineering (August 16, 2018) to evaluate the potential noise and vibration impacts associated with development of the project. The following discusses the findings of the analysis.

#### **Short-term Noise Impacts (Construction)**

Short-term noise exposure would include noise during construction. This would come from using heavy machinery during grading and clearing of the site as well as during construction and paving of the project. The nearest sensitive receptors are existing residential properties located approximately 60 feet west of the project site. Noise associated with construction of the site is expected to reach up to 83 dBA measured at the residential properties. Located to the east of the project site is the Corona Public Library and an urgent care facility. The library and urgent care buildings are approximately 250 and 146 feet, respectively, from the project site. Noise associated with construction of the site is expected to reach up to 74.6 dBA measured at the urgent care and library building facades. Located to the south of the project site is the Corona Regional Medical Center (hospital). The hospital building is approximately 240 feet from the project site. Noise associated with construction of the site is expected to reach up to 72.1 dBA measured at the hospital building façade. Design features are recommended by the noise analysis which would reduce impacts to less than significant. These are shown as **Mitigation Measures 6-10**.

#### **Construction Vibration**

Construction of the project will not require the use of vibration inducing equipment such as pile drivers or blasting. The main source of vibration impacts would be from jack hammering activity during demolition, bulldozer activity during site preparation and grading, and loading trucks during excavation. The worst-case vibratory impact from the site at the residential structures to the west is estimated to be 0.034 PPV (peak particle velocity inches/second). The annoyance potential of vibration from construction activities would be barely perceptible and no potential damage would be expected to the residential structures and commercial buildings in the nearby vicinity.



### Long-term Noise Impacts

The main sources of potential noise impacts from the project would include on-site stationary noise impacts from the rooftop HVAC units, trash truck/loading activities and parking lot noise. Noise levels were measured at the nearest sensitive receptors which are the residential properties to the west of the project site and the urgent care and library to the east of the project site. Per the noise analysis, the noise level generated by the project would be within the allowable limits of the Corona Municipal Code noise standards for stationary noise. Table 10-A shows the project's noise levels at each sensitive receptor location.

**Table 10-A**  
**Stationary Noise Impact Analysis**

Source	Noise Level (dBA)					
	Leq	Lmax	L <sub>2</sub> (1 min)	L <sub>8</sub> (5 min)	L <sub>25</sub> (15 min)	L <sub>50</sub> (30 min)
Combined Project Noise Levels (Rooftop HVAC units, trash truck activities, and parking lot noise)	53.9	69.6	64.0	55.0	51.7	50.8
City of Corona Exterior Noise Standard for Daytime (7:00 AM to 10:00 PM)	55.0	75.0	70.0	65.0	60.0	55.0
Exceed Noise Level Standard?	No	No	No	No	No	No

### Traffic Source Noise

Traffic noise along Sixth Street, Sheridan Street, and Belle Avenue will be the main source of noise impacting the project site. Traffic noise is analyzed to determine the project's noise/land use compatibility setting. Per the noise analysis, the estimated noise levels at the project site will range from approximately 76.4 dBA CNEL for areas near the north of the site facing Sixth Street to 59.8 dBA CNEL towards the southern portion of the site facing Sheridan Street. As such, traffic noise have the potential to exceed the city's Transportation Noise Source Standard of 65 CNEL for exterior areas on the project site. However, since the project does not have habitat exterior areas, only interior areas would need to meet the 65 CNEL standard. Design features (**Mitigation Measures 11-15**) are recommended by the noise analysis which reduce the interior noise levels within the buildings to meet the city's Transportation Noise Source Standard of 45 CNEL for interior areas. This would reduce impacts to less than significant.

### Mitigation Measures

6. Construction-related noise activities shall comply with Corona Municipal Code Section 17.84.040: Construction noise is prohibited between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays.
7. No impact pile driving activities shall be allowed on the project site.
8. During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
9. Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
10. Obtain a construction work permit from the City of Corona prior to starting construction.
11. All rooftop mounted HVAC equipment shall be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall shall be at least as high as the equipment.
12. Truck deliveries, unloading/loading activity, and trash pick-up shall be limited to daytime (7 a.m. to 10 p.m.) hours only.
13. Limit engine idling time for all trucks to 5 minutes or less.
14. A "windows closed" condition is required for all the units within the medical office buildings. To accommodate a window closed conditions, all units shall be equipped with adequate fresh air ventilation, per the requirements of the California Building Code (UBC).
15. Prior to issuance of building permits, the developer shall demonstrate to the Corona Building Division that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the state/city building code requirement of 45 dBA CNEL.

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

**Discussion:**

Development of the project site will potentially impact existing schools and city services, such as streets, police and fire services, parks and library services. Therefore, in order to upgrade and finance existing and proposed public facilities, the developer is required to pay the applicable adopted development impact fees that are in effect at the time of issuance of building permits, and construct necessary facilities, if any. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted with respect to impacts on city and public services.

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

**Discussion:**

As required for all projects by the City's Department of Water and Power (DWP), the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the DWP and Riverside County Department of Health Services and will be reviewed by the DWP during the plan check process. This would 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 will be designed to include two onsite underground infiltration galleries covered by pervious pavement constructed within the parking lot to capture additional runoff created by the proposed project. The project is required to adhere to storm drainage requirements found within the NPDES permit process as well as provisions required by the Public Works Department. Since the proposed project would be required to adhere to NPDES permit requirements and City of Corona storm water provisions, impacts associated with this issue are considered to be less than significant and no mitigation would be required.

Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Based on the solid waste generation identified in Table 12-A, the proposed commercial project would generate approximately 0.38 tons/day of solid waste. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 145,530,000 tons and an estimated closure date of 2045 (<http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/>).

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

Proposed use	Square foot	Solid Waste Generation Factor	Project Solid Waste Generated (tons/year)
Commercial	58,900 s.f.	0.0024 tons/sf/year <sup>1</sup>	141.36
<b>TOTAL (tons/year)</b>			<b>141.36</b>
<b>TOTAL (tons/day)</b>			<b>0.38</b>

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

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

### 13 AESTHETICS:

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

### Discussion:

Per the General Plan, Sixth Street, Sheridan Avenue, and Belle Avenue are not designated as scenic highways in the city. The project site, however, is located within one-half mile to Grand Boulevard and Main Street which are designated as scenic highways. The project site is located in the downtown area which has been shaped by different eras and maintains various architectural styles. The project is subject to the development standards and architectural design guidelines of the Downtown Corona Revitalization Specific Plan, which would ensure that the project is well designed and that the buildings are compatible with other existing buildings in the project area. The specific plan prescribes four architectural themes for new development within the Downtown District which are Spanish Colonial, Mediterranean, Commercial Block, and Classic. In addition, the specific plan requires new buildings to incorporate historical architectural elements to retain/restore historic or memorable features to the downtown fabric. It should be noted that replicating the architecture of the existing historic building is not required.

The project proposes two medical office buildings which are two stories each and designed within the Commercial Block style. The front entrance is recessed and flanked by large windows in a traditional transitional order with transom window panels. The window panels are separated with pillars in the commercial two-story style. The entry has a raised element with an extended cornice. In keeping with the Commercial Block massing and design, the buildings' two-story wall panel has a cornice with an accent relief panel below. Brick is used at the entry and along the corners only on the first floor, as this design is common on historic buildings to give the buildings a visual base. The colors of the brick have tan, brown, and yellow hues which are historically common colors. The buildings have a combination of vertical and horizontal elements with a flat roof that give the elevations a grid-like look which is the quintessential look of the Commercial Block style. In addition to the architectural guidelines, the project is also required to comply with all other applicable development standards such as building setbacks, landscaping, signage, and building height to ensure that the project is well designed and compatible with the existing nearby commercial and office developments and not degrade the visual character of the site and surroundings. Therefore, impacts related to this issue are expected to be less than significant and no mitigation is required.

The project site does not immediately abut existing residential uses. The nearest residential properties are located across Sheridan Street to the west. The project is designed with one building (Building A) located on the northwest corner of the site and the other building (Building B) located on the southeast corner of the site. The buildings would not be located directly in front of the six residential structures on Sheridan Street. Only one residence would be facing the rear portion of the northerly building. The other five residences would be facing the project's parking lot which would not be as visually impactful. Also, Sheridan Street currently provides a separation and buffer between the project site and residential properties.

Development of the proposed project would necessitate the installation of outdoor lighting necessary for the maintenance of public safety and security. The project site is located in a heavily developed area with existing ambient lighting, thus, implementation of the proposed 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. The project is required to submit a photometric analysis demonstrating the project's compliance with CMC Section 17.84.070 which requires exterior lighting to be designed to direct light downward with minimal spillover onto adjacent residences and sensitive land uses. The nearest residential uses are located on the west side of Sheridan Street across from the project site. Submittal of a photometric analysis would ensure that lighting from the project would not spillover onto the residential properties. Compliance with Mitigation Measure 16 would ensure that impacts associated with light and glare effects resulting from the project would be less than significant.

### **Mitigation Measures**

16. Prior to issuance of a building permit, the developer shall submit a photometric analysis demonstrating the project's compliance with CMC Section 17.84.070 which requires exterior lighting including building and parking lot lighting to be designed to direct light downward with minimal spillover onto the nearest residences located west of the project site.

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

### **Discussion:**

Per the cultural resource survey prepared for the project by ECORP Consulting, Inc., seven historic-period resources consisting of residential structures were once located within the project area. All seven buildings were removed between 1980 and 2009. A historic district, Grand Boulevard, is located within one-half mile from the project area. A field survey was conducted which identified five new historic-period features that are part of the city's infrastructure (street, sidewalk, driveways, utility poles, trees) that served the seven buildings that are no longer present. The five newly identified features are not within the city's Grand Boulevard historic district or associated with a historic landmark on the city's register of historic resources; therefore, the five features have no historic or architectural significance. ECORP also conducted a search of the Sacred Lands File through the Native American Heritage Commission (NAHC) which indicated no presence of any Native American cultural resources within one mile of the project area.

The project is subject to SB 18 and AB 52 tribal consultation. As part of the SB 18 process, the Community Development Department obtained a list of local Native American tribes from the Native American Heritage Commission, dated December 3, 2018, to contact. Written notification, dated December 4, 2018, were sent to 12 tribes inviting them to participate in tribal consultation. The Department also contacted six tribes through the city's Letter of Transmittal, dated March 25, 2019, pursuant to AB 52. The Department received written request for consultation from Pechanga, Gabrieleno, and Rincon within the response 90-day and 30-day response time frame allowed under SB 18 and AB 52, respectively. Consultation was held separately with the Rincon, Pechanga, and Gabrieleno, tribes on May 2, May 6, and May 30, 2019, respectively. The Rincon and Gabrieleno tribes requested tribal monitoring in which mitigation measures were agreed upon between the City and tribes to reduce potential impacts to cultural resources to a less than significant level (**Mitigation Measures 7-12**). Consultation with the Pechanga tribe did not result in an agreement on mitigation measures as Pechanga became nonresponsive to staff's emails over the course of the consultation period. As such, staff decided to conclude consultation with the Pechanga tribe as of August 12, 2019 as staff felt that a good faith effort has been made in consulting with the Pechanga tribe. However, given that two tribes have requested tribal monitoring, staff is assuming that Pechanga will also request tribal monitoring, unless

otherwise determined by Pechanga that the mitigation measures are no longer needed.

### **Mitigation Measures**

17. **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 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit.
18. **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 Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;
    - iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
19. **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:
  - a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
  - b. **Treatment and Final Disposition:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:
    - i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
    - ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;
    - iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and.
    - iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the

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

20. **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.
21. **Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out:
- a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.
  - b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens.
22. **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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

Discussion:

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is

not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

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

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

#### Discussion:

The City of Corona adopted the City of Corona Climate Action Plan (CAP) in 2012 which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet its GHG emissions target for year 2020.

Per the CAP, small projects that are expected to emit GHG emissions that are less than 3,000 MtCO<sub>2</sub>e (metric tons of CO<sub>2</sub>e equivalent) are not required to utilize the screening tables as they would be expected to have a less than significant individual and cumulative impact for GHG emissions. To demonstrate that the applicant's project is a "small project" a greenhouse gas analysis was prepared for the project by RK Engineering Group (February 28, 2019). The annual greenhouse gas emissions associated with the construction of the project is estimated to be approximately 494.64 MTCO<sub>2</sub>e which include on-site and off-site emissions. SCAQMD recommends amortizing the emissions over a period of 30 years (the anticipated lifetime of commercial projects). The project's amortized emissions is approximately 16.49 MTCO<sub>2</sub>e per year. For operational emissions, the project is expected to generate 2,065.99 MTCO<sub>2</sub>e per year. The project's construction and operational emissions would not exceed the threshold of 3,000 MTCO<sub>2</sub>e per year for small land use projects and thus, the project was not required to use the screening tables which demonstrates the project's compliance with the CAP. Therefore, the project would result in a less than significant impact and no mitigation is warranted.

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

#### Discussion:

The project site is not listed on the California Register of Historical Resources or on the City's register of historic resources.

**See 14 above for a detailed discussion and mitigation measures that apply to Tribal Cultural Resources.**

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

**Discussion:**

Based on the Initial study, the project has the potential to result in significant impacts to the following environmental topic:

- Biological Resources
- Hazards and Hazardous Materials
- Air Quality
- Noise
- Aesthetics
- Cultural Resources

However, appropriate mitigation measures have been developed. Mitigation Measures 1-22 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

According to the California Department of Forest and Fire Protection (Cal Fire), the proposed project is not within a state responsibility area (SRA) or land classified as Very-High Fire Hazard Severity zone. Furthermore, the project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected as the project site is located in the city's downtown area on Sixth Street between Sheridan Street and Belle Avenue. Access for emergency vehicles would be provided via Sixth Street, Sheridan Street, or Belle Avenue. Therefore, implementation 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 is required.

The proposed project site is on a relatively flat area. The proposed medical office project will not contribute to the spreading of wildfire since the project's design is in compliance with the current CBC which includes fire construction standards. Therefore, since the project will not exacerbate wildfire risks, then impacts to exposing people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires are considered to be less than significant, and no mitigation is required.



The proposed project would not require the installation or maintenance of roads, fuel breaks, emergency water sources, or 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 and not located adjacent to a hillside area. Thus, implementation of the proposed project would not pose a risk to a downslope or downstream flooding or landslides, and the project did not change existing drainage patterns. Therefore, impacts 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

An energy use assessment was prepared for the project by LSA Associates (May 16, 2019) to determine the potential energy related impacts associated with the development and operation of the project. Energy use during construction and operation of the project were analyzed. The following discusses each phase of the development.

### Construction Period Energy Use

The project would increase the demand for electricity, natural gas, and gasoline. The project's construction schedule anticipates 12 months of construction that would require demolition, paving, and architectural coating. Energy would be needed for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, and building construction. Petroleum fuels (e.g. diesel and gas) would be the primary sources of energy for these activities. The project's air quality and greenhouse gas study (RK Engineering Group, February 2019) included recommended design features that would be included in the conditions of approval for the project and integrated into the design. Incorporation of the design features would increase energy efficiency on the site during project construction. The design features include the following:

- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
- Utilize low emission "clean diesel" equipment with new or modified engines that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the state's available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

### Operational Energy Use

The project's operational energy use would result from using electricity, natural gas, and gasoline. Table 20-A shows the estimated potential increased electricity, natural gas, and gasoline demand associated with the proposed project. The estimated potential increased electricity demand associated with the proposed project is 600,068 kilowatt-hours (kWh) per year. In 2017, California consumed approximately 288,614 gigawatt-hours (GWh) or 288,614,000,000 kWh. Of this total, Riverside County consumed 15,906 GWh or 15,906,310,734 kWh. Therefore, electricity demand associated with the proposed project would be less than 0.01 percent of Riverside County's total electricity demand.

As it pertains to natural gas, which would be used for heating, the estimated potential increased natural gas demand associated with the proposed project is 2,044 therms per year. In 2017, California consumed approximately 12,571 million therms or 12,571,000,000 therms, while Riverside County consumed approximately 393 million therms of approximately 393,428,777

therms. Therefore, natural gas demand associated with the proposed project would be less than 0.01 percent of Riverside County's total natural gas demand.

As it pertains to gasoline, the project would result in energy usage associated with gasoline to fuel project-related vehicular trips. As shown in Table 20-A, it is expected that vehicle trips associated with the project would consume approximately 182,530 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline. Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California. The air quality and greenhouse analysis recommended the following measures which would help to reduce transportation-related energy use:

- Limit energy idling time to 5 minutes or less.
- Encourage trucks accessing the site to be equipped with the latest cleaner-burning diesel fuel technology.
- Encourage trucks that visit the site to be retrofit engines with particle-trapping filters.
- Encourage the use of alternative fuels, such as natural gas, propane and electricity instead of diesel whenever possible.

In addition, new automobiles purchased by visitors driving to and from the project site would be subject to fuel economy and efficiency standards applied throughout the state. As such, fuel efficiency of vehicles associated with the project site would increase throughout the life of the project. Therefore, implementation of the proposed project would not result in a substantial increase in transportation related energy use. Furthermore, the project is required to comply with the state's CALGreen building codes and Title 24 Part 6 Building Efficiency Standards, which would further help to reduce energy and natural gas consumption. Therefore, the project would not result in wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Impacts would be less than significant, and no mitigation measures would be necessary.

**Table 20-A**  
**Estimated Annual Energy Use of Proposed Project**

<b>Land Use</b>	<b>Electricity Use (kWh per year)</b>	<b>Natural Gas Use (therms per year)</b>	<b>Gasoline (gallons per year)</b>
Medical-Dental Office Buildings	560,728	2,044	1882,530
Parking Lot	39,340	0	0
<b>Total</b>	<b>600,068</b>	<b>2,044</b>	<b>182,530</b>

### **Consistency with State or Local Plan for Renewable Energy or Energy Efficiency**

As indicated, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with the operation of the buildings would be relatively small compared to the state's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the project would conflict with California's energy conservation plans as described in the California Energy Commission's 2017 Integrated Energy Policy Report. In addition, the project would be required to comply with CALGreen and Title 24 standards, the Corona Municipal Code, and the city's Climate Action Plan. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and no mitigation would be required.

## **21. PREVIOUS ENVIRONMENTAL ANALYSIS:**

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

### **DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona General Plan, March 17, 2004
2. Phase I ESA, prepared by RK Engineering, January 11, 2019
3. Phase II ESA, prepared by RK Engineering, March 6, 2019
4. Supplemental Phase II ESA, prepared by RK Engineering, May 24, 2019
5. Preliminary WQMP, prepared by Fuscoe Engineering, September 17, 2018
6. Traffic Impact Study, prepared by RK Engineering, December 20, 2018
7. Biological Technical Report and MSHCP Consistency Analysis, prepared by ECORP Consulting, Inc., December 18, 2018
8. Energy Use Assessment, prepared by LSA Associates, May 16, 2019
9. Cultural Resources Inventory, prepared by ECORP Consulting, Inc., December 2018
10. Hydrology Report, prepared by Fuscoe Engineering, July 2019
11. Preliminary Geotechnical Report, prepared by GMU Geotechnical, Inc., October 5, 2018
12. Noise Impact Study, prepared by RK Engineering, August 16, 2018
13. Air Quality and Greenhouse Gas Impact Study, prepared by RK Engineering, February 28, 2019

**FIGURES:**

- **Figure 1 – Aerial Map**
- **Figure 2 – General Plan Map**
- **Figure 3 – Zoning Map**



## MITIGATION MONITORING AND REPORTING PROGRAM CITY OF CORONA

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person
	<b>Air Quality</b>				
1	Require all construction equipment to have low emission Tier 4 “clean diesel” engines with diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.	Condition of Approval	Submittal of grading plans.	At plan check and field inspection.	Planning and Public Works
2	<p>In order to ensure the level of DPM exposure is reduced as much as possible, the project shall implement the following best available pollution control strategies to minimize potential health risks:</p> <ul style="list-style-type: none"> <li>a. Utilize low emission “clean diesel” equipment with new or modified engines (Tier 4 or better) that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.</li> <li>b. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors.</li> <li>c. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.</li> <li>d. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.</li> </ul>	Condition of Approval	Submittal of grading plans.	At plan check and field inspection.	Planning and Public Works

	<b>Biological Resources</b>				
3	If project grading occurs during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction survey to the Community Development Department for review. The survey shall be conducted and submitted 7-10 days prior to issuance of a grading permit.	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning
	<b>Hazards and Hazardous Materials</b>				
4	Prior to issuance of a grading permit, the developer shall report the soil findings to the Department of Toxic Substance Control and Riverside County Environmental Health Department for review and determination of interest in possible case management. The developer shall submit to the Public Works Department documentation as proof of this report.	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning and Public Works
5	Prior to issuance of a grading permit, the developer shall submit to the Public Works Department for review a soil management plan to ensure use of appropriate worker protection and proper management/disposal of site soils.	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning and Public Works
	<b>Noise</b>				
6	Construction-related noise activities shall comply with Corona Municipal Code Section 17.84.040: Construction noise is prohibited between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays.	Condition of Approval	Field inspection.	During grading and construction.	Public Works
6	No impact pile driving activities shall be allowed on the project site.	Condition of Approval	Field inspection.	During grading and construction.	Public Works
8	During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.	Condition of Approval	Field inspection.	During grading and construction.	Public Works
9	Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.	Condition of Approval	Submittal of grading plans and field inspection.	Prior to issuance of a grading permit and during grading and construction.	Public Works

10	Obtain a construction work permit from the City of Corona prior to starting construction.	Condition of Approval	Submittal of building and grading plans.	Prior to issuance of a building and grading permit.	Building and Public Works
11	All rooftop mounted HVAC equipment shall be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall shall be at least as high as the equipment.		Submittal of building plans.	Prior to issuance of a building permit.	Building and Planning
12	Truck deliveries, unloading/loading activity, and trash pick-up shall be limited to daytime (7 a.m. to 10 p.m.) hours only.	Condition of Approval	Field inspection.	Ongoing.	Developer or Property Owner
13	Limit engine idling time for all trucks to 5 minutes or less.	Condition of Approval	Field inspection.	Ongoing.	Developer or Property Owner
14	A "windows closed" condition is required for all the units within the medical office buildings. To accommodate a window closed conditions, all units shall be equipped with adequate fresh air ventilation, per the requirements of the California Building Code (UBC).	Condition of Approval	Submittal of building plans.	Prior to issuance of a building permit.	Building and Planning
15	Prior to issuance of building permits, the developer shall demonstrate to the Corona Building Division that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the state/city building code requirement of 45 dBA CNEL	Condition of Approval	Submittal of building plans.	Prior to issuance of a building permit.	Building and Planning
	<b>Aesthetics</b>				
16	Prior to issuance of a building permit, the developer shall submit a photometric analysis demonstrating the project's compliance with CMC Section 17.84.070 which requires exterior lighting including building and parking lot lighting to be designed to direct light downward with minimal spillover onto the nearest residences located west of the project site.	Condition of Approval	Submittal of a photometric analysis.	Prior to issuance of a building permit.	Building and Planning

	Cultural Resources				
17	<p><b>Tribal Monitoring:</b> 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 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit.</p>	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning
18	<p><b>Archaeological Monitoring:</b> At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <ul style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>i. Project grading and development scheduling;</li> <li>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 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;</li> <li>iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in</li> </ul> </li> </ul>	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning

	the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.				
19	<p><b>Treatment and Disposition of Cultural Resources:</b> In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out for treatment and disposition of the discoveries:</p> <ul style="list-style-type: none"> <li>a. <b>Temporary Curation and Storage:</b> During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</li> <li>b. <b>Treatment and Final Disposition:</b> The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same: <ul style="list-style-type: none"> <li>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;</li> <li>ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The</li> </ul> </li> </ul>	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning



	<p>collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;</p> <p>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and.</p> <p>iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.</p>				
20	<p><b>Sacred Sites:</b> All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.</p>	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning
21	<p><b>Fossil Specimens:</b> In the event that fossils are inadvertently discovered during the course of grading for this Project. The following procedures will be carried out:</p> <p><b>a.</b> The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall</p>	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning

	<p>salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.</p> <p><b>b.</b> All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens.</p>				
22	<p><b>Discovery of Human Remains:</b> In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).</p> <p>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and</p>	Condition of Approval	Submittal of report or documentation.	Prior to issuance of a grading permit.	Planning

	disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).				
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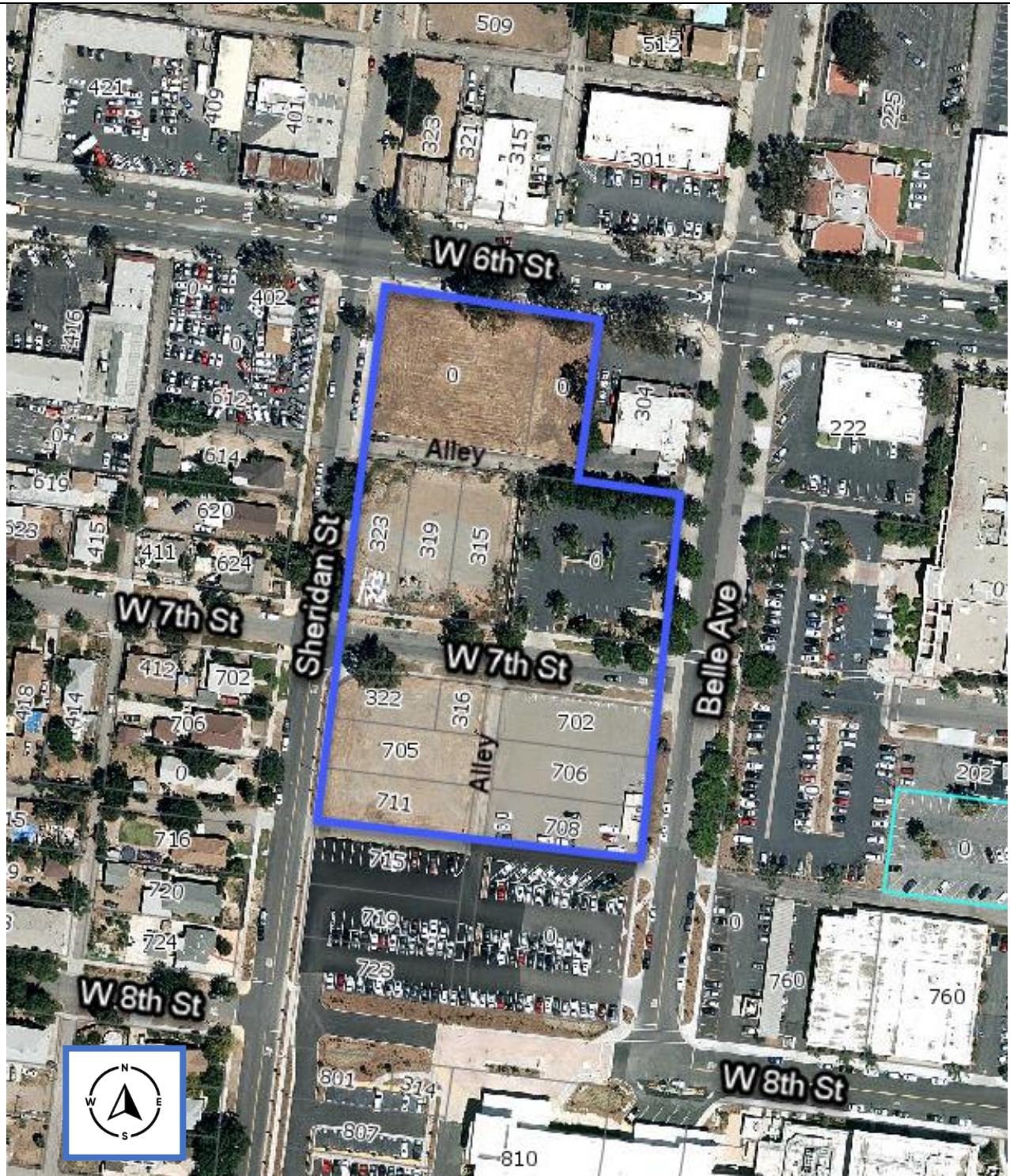


Figure 1 – Aerial Map

**Legend**



Project Site







Figure 2 – Existing General Plan Map

**General Plan Land Use Legend:**

- MU – Mixed Use: Downtown
- MU 1 – Mixed Use: Commercial and Residential
- LDR – Low Density Residential, 3-6 du/ac
- OP – Office/Professional







Figure 3 – Existing Zoning Map

**Zoning Legend:**

- CS – Community Services District
- D – Downtown District
- SF – Single Family District
- TC – Transitional Commercial District

