



## Agenda Report

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**File #:** 19-0783

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### **AGENDA REPORT REQUEST FOR CITY COUNCIL ACTION**

**DATE:** 09/18/2019

**TO:** Honorable Mayor and City Council Members

**FROM:** Community Development Department

**SUBJECT:**

City Council consideration of 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 6<sup>th</sup> Street between Sheridan Street and Belle Avenue in the Downtown District zone of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Richard Boureston of Boureston Development. (NOT AN ADVERTISED PUBLIC HEARING)

**RECOMMENDED ACTION:**

That the City Council approve PM 37565 subject to the findings and conditions as recommended by the Planning and Housing Commission.

**ANALYSIS:**

Parcel Map 37565 proposes to merge 13 parcels into two parcels totaling 3.48 acres located on the south side of Sixth Street between Sheridan Street and Belle Avenue. Parcel 1 is 1.75 acres and intended for the development of a 32,500 square foot two-story medical office building for the City of Hope. Parcel 2 is 1.73 acres and intended for the development of a 26,400 square foot two-story medical office building that will include various medical services.

The parcel map also proposes to create four lettered lots for street rights-of-way to be dedicated to the City. Lot A is 0.40 acres and encompasses the east half of Sheridan Street. Lot B is 0.30 acres and encompasses the west half of Belle Avenue. Lots C and D are 0.03 and 0.01 acres, respectively, and are located at the northwest and northeast corners of the project site within the 6<sup>th</sup> Street right-of-way.

The parcels are being created under the development standards of the Downtown District. No minimum lot area, width, or depth requirement is prescribed for newly created lots in the Downtown District. The following table summarizes the lot information for this subdivision.

**Table A**  
**Lot Summary for PM 37565**

<b>Parcel No.</b>	<b>Lot Area</b>	<b>Use</b>
1	1.75 ac.	Medical office building
2	1.73 ac.	Medical office building
A	0.40 ac.	Street Dedication (Sheridan Street)
B	0.30 ac.	Street Dedication (Belle Avenue)
C	0.03 ac.	Street Dedication (6 <sup>th</sup> Street)
D	0.01 ac.	Street Dedication (6 <sup>th</sup> Street)

The section of 7<sup>th</sup> Street between Sheridan Street and Belle Avenue and the two existing 16-foot wide alleys located within the boundary of the project site are being vacated by separate instrument. One alley is located within Parcel 1 and the other is located within Parcel 2. For the alley that is located within Parcel 1, the applicant intends to transfer the portion of the alley that borders the south side of the adjacent commercial property (tire shop) located at the corner of 6<sup>th</sup> Street and Belle Avenue to the owner of the commercial property which will allow the tire shop to continue to utilize the alley.

The Corona Cruiser Blue and Red Line routes currently run on Belle Avenue and on the roadway section of 7<sup>th</sup> Street that is proposed to be vacated with this project. Since this section of 7<sup>th</sup> Street is to be vacated, the bus routes are being rerouted from Belle Avenue to Sixth Street and to Sheridan Street. To accommodate the change in the route, a new bus stop will be placed on 6<sup>th</sup> Street going eastbound and another one on Sheridan Street going southbound. The remainder of the route will be protected in place as the route will continue to travel on Sheridan Street beyond the project site.

### **ACCESS AND PUBLIC IMPROVEMENTS**

Both parcels will have independent access from the adjacent streets, but the project in its entirety will have shared access. Access from 6<sup>th</sup> Street and Sheridan Street will be from Parcel 1, and access from Belle Avenue will be from Parcel 2.

Public improvements are required for the south half-width of 6<sup>th</sup> Street along the project site's frontage. The south half-width of Sixth Street from the centerline to the right-of-way line is required to be 50 feet. Currently, the south half-width is 40 feet; therefore, the applicant is required to dedicate an additional 10 feet of public right-of-way along the project's street frontage where insufficient right-of-way exists. This dedication is being provided by Parcels C and D. The applicant is also required to construct the necessary public improvements including curb and gutter, a 7-foot wide sidewalk and 10-foot landscape parkway behind the sidewalk along this frontage.

Sheridan Street is required to be widened to have an overall right-of-way width of 60 feet which shall include a paved roadway width of 40 feet curb to curb and a 10-foot wide parkway for landscaping and sidewalk on both sides of the street. The improvements on the west half of Sheridan Street between 6<sup>th</sup> Street and 7<sup>th</sup> Street shall include space for a new bus stop for the Corona Cruiser. Beyond 7<sup>th</sup> Street to the south, the improvements will transition to match the existing conditions on the west half-width of Sheridan Street. The east half-width of Sheridan Street is required to be improved with curb and gutter plus a 5-foot wide landscape parkway and a 5-foot wide sidewalk adjacent to the project site.

Belle Avenue is required to have an overall right-of-way width of 80 feet with 28 feet of paved roadway that will have unobstructed access. The street will be modified to include angled parking spaces on both sides of the street. Beyond the 28-foot wide roadway a paved width of 19.7 feet will be provided on both sides of the street to accommodate the on-street angled parking design. The parkway width on Belle Avenue adjacent to the project site will include a 5-foot wide landscape parkway and a 4-foot wide sidewalk. The parkway width on the east side of the street will include a 6-foot wide sidewalk and no landscape parkway.

#### **EASEMENTS**

The parcel map will establish easements over two areas within the parking lot that will contain drainage and infiltration facilities associated with the project's Water Quality Management Plan. A 20-foot wide easement will be established over a new public water line that will be constructed within the project site. A 10-foot wide Southern California Edison easement will be established within the project site for underground utility lines. The project contains several existing easements related to SCE utility lines and public facilities (sidewalks, sewer, water, and storm drain facilities) which will be protected in place.

#### **COMMITTEE ACTION:**

The Infrastructure Committee at its meeting on July 31, 2017, was given an update on the project.

#### **STRATEGIC PLAN:**

Not applicable.

#### **FISCAL IMPACT:**

The applicant paid \$15,701.75 in application processing fees for the parcel map.

#### **ENVIRONMENTAL ANALYSIS:**

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

#### **PLANNING AND HOUSING COMMISSION ACTION:**

At its meeting of August 26, 2019, the Planning and Housing Commission considered the subject matter and took the following action:

Motion was made, seconded (Siqueland/Shah) and carried unanimously, that the Planning and Housing Commission recommends adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan and approval of PM 37565 to the City Council, based on the findings contained in the staff report and conditions of approval. The minutes of the Planning and Housing Commission meeting are included as Exhibit 4.

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**File #:** 19-0783

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**PREPARED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

**REVIEWED BY:** KERRY D. EDEN, ASSISTANT CITY MANAGER/ADMINISTRATIVE SERVICES DIRECTOR

**REVIEWED BY:** MICHELE NISSEN, ASSISTANT CITY MANAGER

**SUBMITTED BY:** MITCHELL LANSDELL, ACTING CITY MANAGER

**Attachments:**

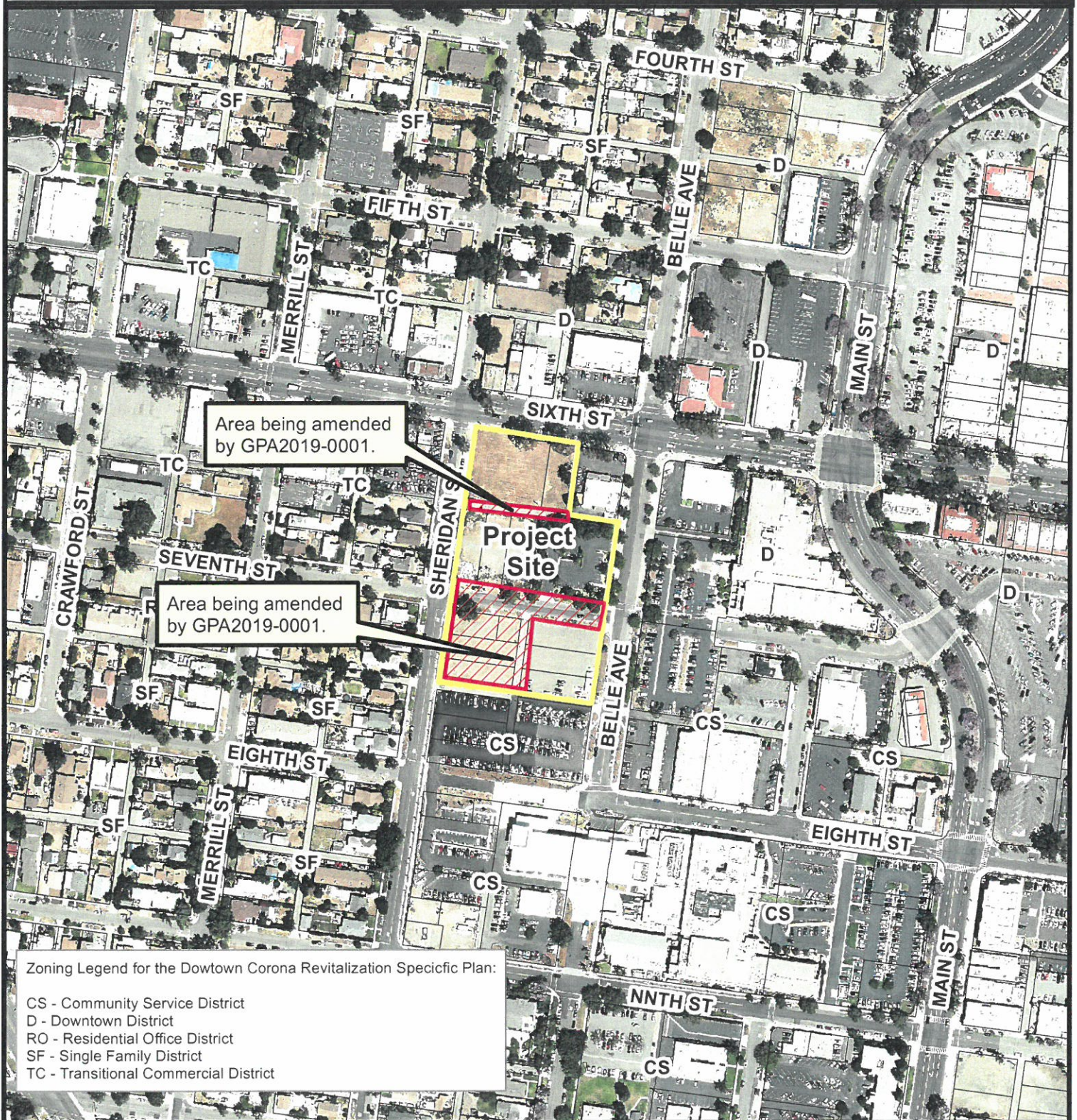
1. Exhibit 1 - Locational and Zoning Map.
2. Exhibit 2 - Site Plan for PM 37565.
3. Exhibit 3 - Planning and Housing Commission Staff Report.
4. Exhibit 4 - Draft Minutes of the Planning and Housing Commission meeting of August 26, 2019.

**APPLICANT INFORMATION**

*Richard Boureston, 650 Town Center Drive, Suite 890, Costa Mesa, CA 92626*



# LOCATIONAL & ZONING MAP



Date: 08/21/2019

GPA2019-0001, SPA2019-0001,  
PM 37565, and PP2019-0003

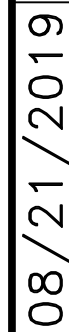


**EXHIBIT 1**



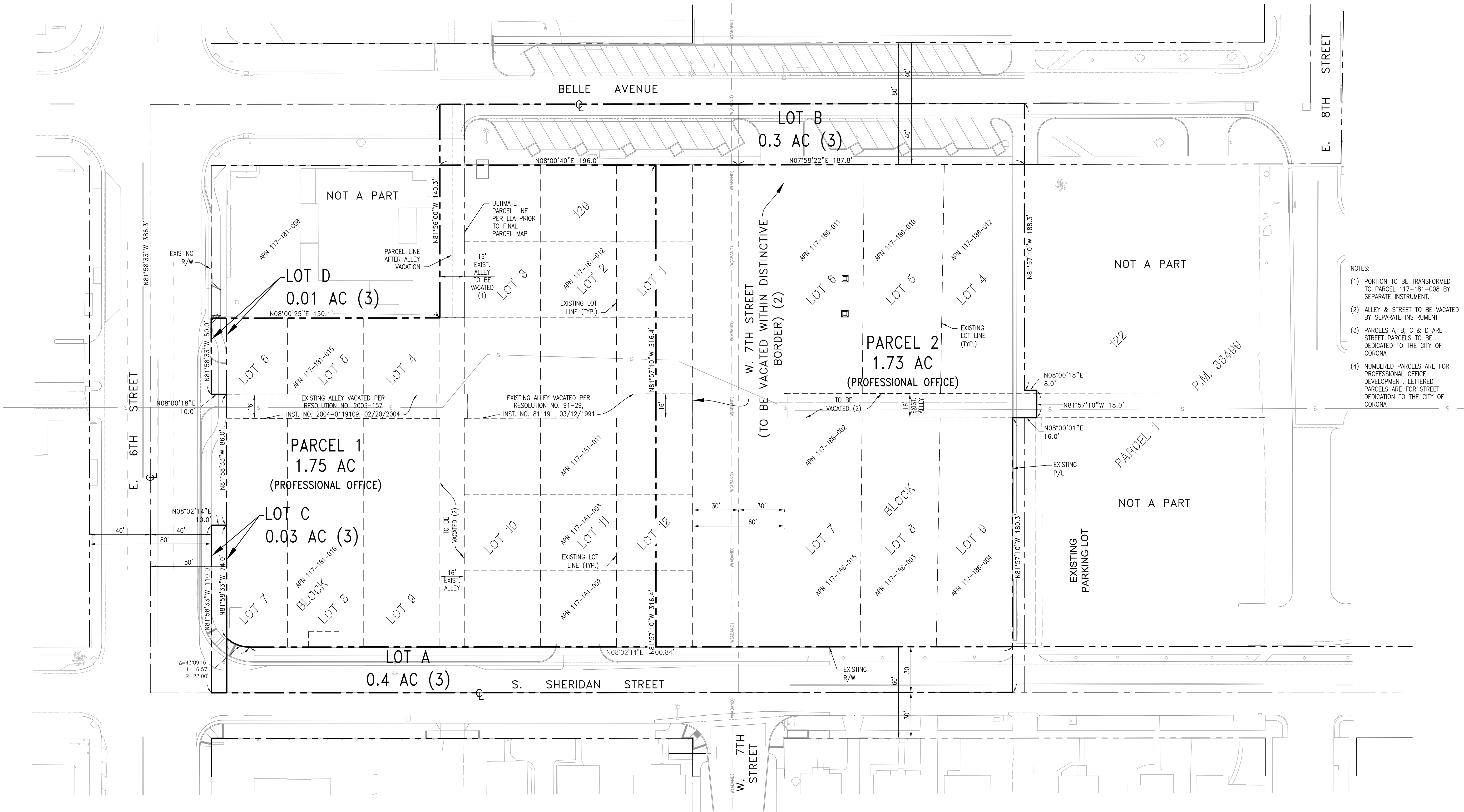
# PLANNING COMMISSION


PARCEL MAP 37565



PARCEL MAP NO. 37565

LOTS 4-9 OF BLOCK 122 TOGETHER WITH LOTS 1-3, 7-12 AND A PORTION OF LOTS 4-6 OF BLOCK 129 IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS PER SOUTH RIVERSIDE TOWN SITE MAP RECORDED FEBRUARY 12, 1887 IN M.B. 9/8 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

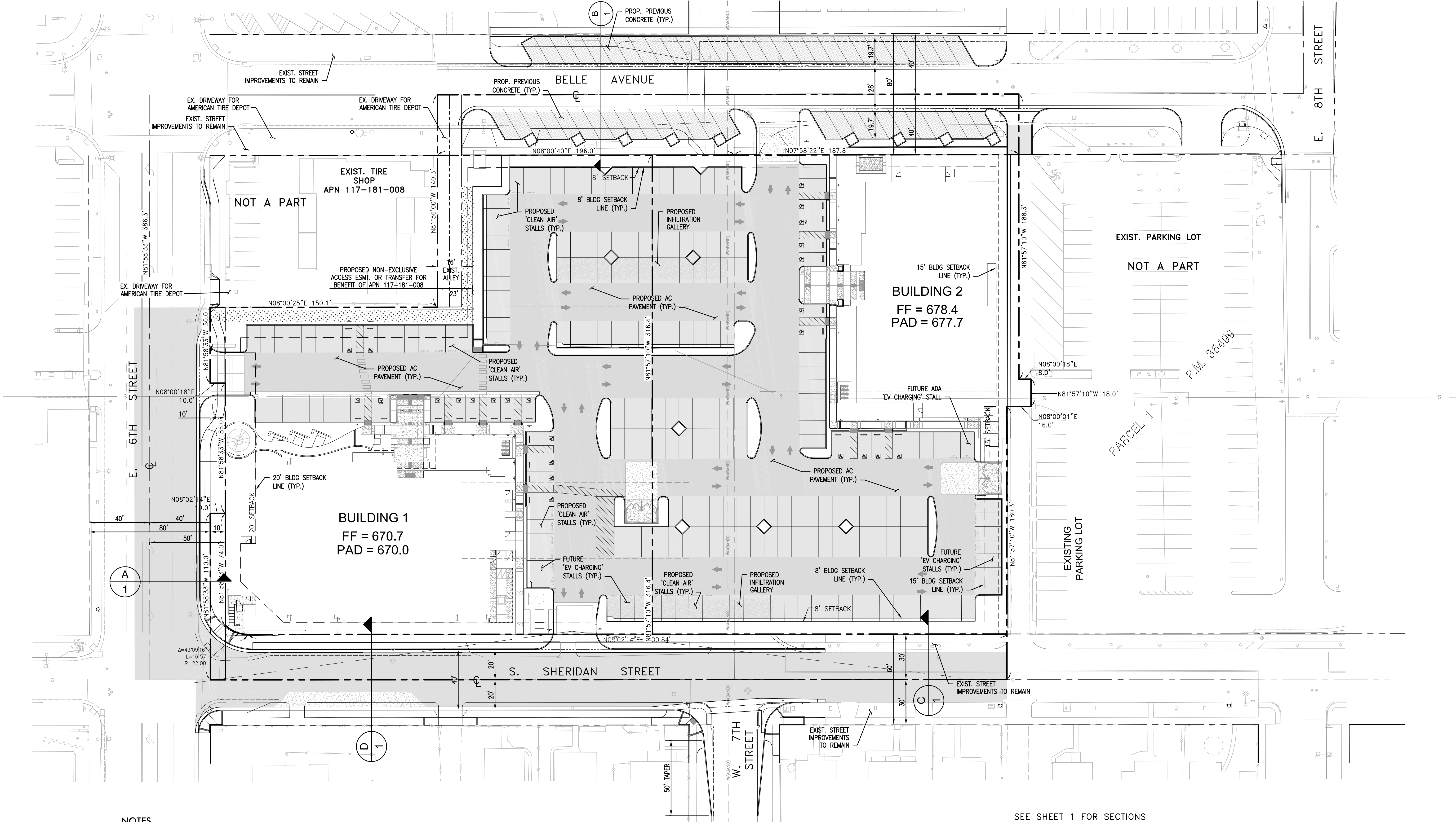


				AUGUST 2019		 <p><b>FUSCOE</b> ENGINEERING 16795 Von Karman, Suite 100 Irvine, California 92606 tel 949.474.1960 • fax 949.474.5315 www.fuscoe.com</p>	PARCEL MAP No. 37565		PERMIT #
				DRAWN BY:	DB/GG		PARCELS (EXISTING & PROPOSED)		PLAN CK #
				DESIGNED BY:	DB/GG		SIXTH STREET & BELLE BOULEVARD		SHEET
				CHECKED BY:	MN		CORONA, CALIFORNIA		2
NO.	DATE	REVISIONS		APPROVED					OF 4

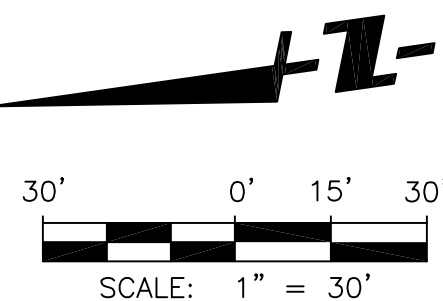


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- NOTES
- SEE CONCEPT GRADING PLAN FOR MORE DETAILED GRADING INFORMATION AND PROPOSED IMPROVEMENTS.
  - SEE CONCEPT UTILITY PLAN FOR MORE DETAILED UTILITY INFORMATION AND PROPOSED IMPROVEMENTS.
  - PROJECT WILL BE REQUIRED TO ANNEX INTO CFD 2016-3 (MAINTENANCE DISTRICT)

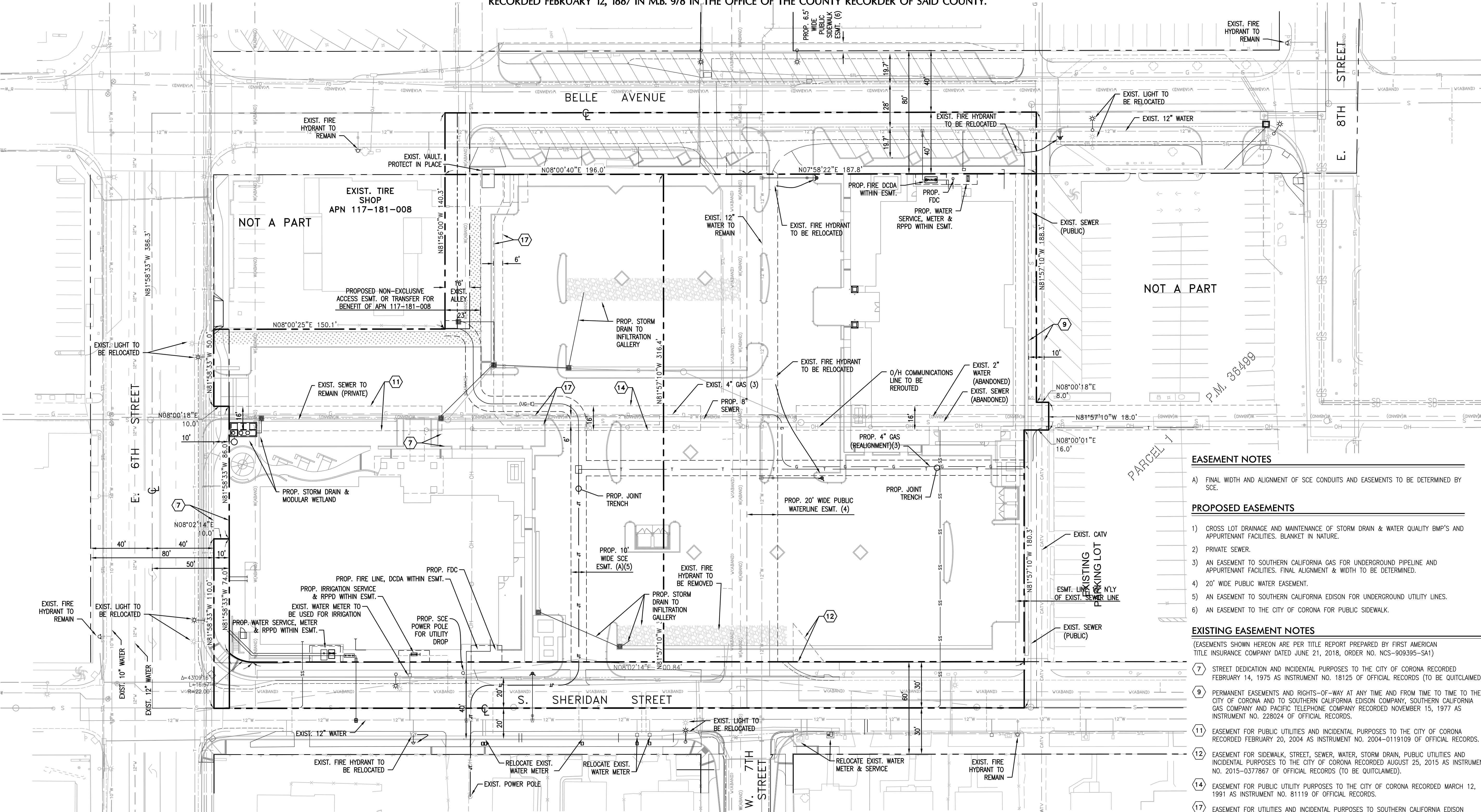


SEE SHEET 1 FOR SECTIONS

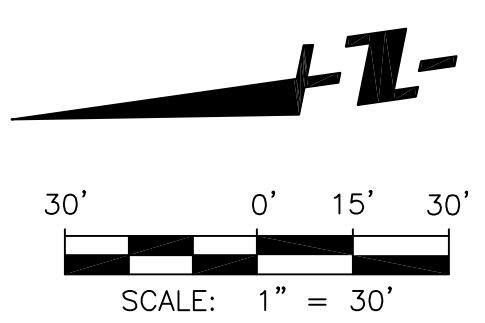
				AUGUST 2019		 FUSCOE ENGINEERING 16795 Von Karman, Suite 100 Irvine, California 92606 tel 949.474.1960 • fax 949.474.5315 www.fuscoe.com	PARCEL MAP No. 37565		PERMIT #
				DRAWN BY:	DB/GG		SITE PLAN		PLAN CK #
				DESIGNED BY:	DB/GG		SIXTH STREET & BELLE BOULEVARD		SHEET
				CHECKED BY:	MN		CORONA, CALIFORNIA		3
NO.	DATE	REVISIONS		APPROVED					OF 4

PARCEL MAP NO. 37565

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		AUGUST 2019	
		DRAWN BY:	DB/GG
		DESIGNED BY:	DB/GG
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NO.	DATE	REVISIONS	
		APPROVED	

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PARCEL MAP No. 37565  
EXISTING & PROPOSED EASEMENTS  
SIXTH STREET & BELLE BOULEVARD  
CORONA, CALIFORNIA

PERMIT #	---
PLAN CK #	---
SHEET	4
OF	4

- EASEMENT NOTES**
- A) FINAL WIDTH AND ALIGNMENT OF SCE CONDUITS AND EASEMENTS TO BE DETERMINED BY SCE.
- PROPOSED EASEMENTS**
- CROSS LOT DRAINAGE AND MAINTENANCE OF STORM DRAIN & WATER QUALITY BMP'S AND APPURTENANT FACILITIES. BLANKET IN NATURE.
  - PRIVATE SEWER.
  - AN EASEMENT TO SOUTHERN CALIFORNIA GAS FOR UNDERGROUND PIPELINE AND APPURTENANT FACILITIES. FINAL ALIGNMENT & WIDTH TO BE DETERMINED.
  - 20' WIDE PUBLIC WATER EASEMENT.
  - AN EASEMENT TO SOUTHERN CALIFORNIA EDISON FOR UNDERGROUND UTILITY LINES.
  - AN EASEMENT TO THE CITY OF CORONA FOR PUBLIC SIDEWALK.
- EXISTING EASEMENT NOTES**
- (EASEMENTS SHOWN HEREON ARE PER TITLE REPORT PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED JUNE 21, 2018, ORDER NO. NCS-909395-SA1)
- STREET DEDICATION AND INCIDENTAL PURPOSES TO THE CITY OF CORONA RECORDED FEBRUARY 14, 1975 AS INSTRUMENT NO. 18125 OF OFFICIAL RECORDS (TO BE QUITCLAIMED).
  - PERMANENT EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND FROM TIME TO TIME TO THE CITY OF CORONA AND TO SOUTHERN CALIFORNIA EDISON COMPANY, SOUTHERN CALIFORNIA GAS COMPANY AND PACIFIC TELEPHONE COMPANY RECORDED NOVEMBER 15, 1977 AS INSTRUMENT NO. 228024 OF OFFICIAL RECORDS.
  - EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES TO THE CITY OF CORONA RECORDED FEBRUARY 20, 2004 AS INSTRUMENT NO. 2004-0119109 OF OFFICIAL RECORDS.
  - EASEMENT FOR SIDEWALK, STREET, SEWER, WATER, STORM DRAIN, PUBLIC UTILITIES AND INCIDENTAL PURPOSES TO THE CITY OF CORONA RECORDED AUGUST 25, 2015 AS INSTRUMENT NO. 2015-0377867 OF OFFICIAL RECORDS (TO BE QUITCLAIMED).
  - EASEMENT FOR PUBLIC UTILITY PURPOSES TO THE CITY OF CORONA RECORDED MARCH 12, 1991 AS INSTRUMENT NO. 81119 OF OFFICIAL RECORDS.
  - EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JANUARY 10, 1992 AS INSTRUMENT NO. 9437 OF OFFICIAL RECORDS (TO BE QUITCLAIMED).

SEE SHEET 1 FOR SECTIONS





Agenda Report

File #: 19-0758

**PLANNING AND HOUSING COMMISSION  
STAFF REPORT**

DATE: 8/26/2019

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**

**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 6<sup>th</sup> Street between Sheridan Street and Belle Avenue in the Downtown District zone of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Richard Boureston, Boureston Development, 650 Town Center Drive, Suite 890, Costa Mesa, CA 92626)

**RECOMMENDED ACTION:**

That the Planning and Housing Commission recommend adoption the Mitigated Negative Declaration and Mitigation Monitoring Plan and **APPROVAL of PM 37565** to the City Council, based on the findings contained in the staff report and subject to the conditions of approval.

**PROJECT SITE SUMMARY**

**Area of property:** 3.48 acres combined (13 properties)

**Existing General Plan:** MUD (Mixed Use: Downtown)  
LDR (Low Density Residential, 3-6 du/ac)  
OP (Office Professional)

**Proposed General Plan:** MUD (Mixed Use: Downtown)  
OP (Office Professional)

**Specific Plan:** Downtown Corona Revitalization Specific Plan (SP98-01)

**Existing Zoning:** D (Downtown District)  
SF (Single Family District)  
CS (Community Services District)

**Proposed Zoning:** D (Downtown District)

**Existing Land Use:** Vacant land and parking lot

**Proposed Land Use:** Medical office buildings

**Surrounding Land Uses / Zoning:**

**S:** Parking lot for the Corona Regional Medical Center / CS District of SP98-01

**N:** Sixth Street and commercial buildings beyond/ D District of SP98-01

**E:** Tire shop, Belle Avenue and Corona Public Library beyond / D and CS Districts of SP98-01

**W:** Sheridan Street and automobile dealership and single-family residences beyond / TC and SF (Transitional Commercial and Single Family Districts) of SP98-01

## **BACKGROUND**

The project site is comprised of two blocks containing 13 parcels located on the south side of West 6<sup>th</sup> Street between Sheridan Street and Belle Avenue. The two blocks are physically separated by 7<sup>th</sup> Street which will be vacated adjacent to the project site so that the land area can be included as part of the project's on-site improvements. Two alleys which are located between the parcels will also be vacated adjacent to the project site and included within the project boundary. In total, the project site is 3.48 acres which will be developed with two medical office buildings totaling 58,900 square feet. The development also includes on-site parking to serve the buildings and on-street parking located on Belle Avenue adjacent to the project site.

The project site consists of 12 vacant parcels and one developed parcel containing a parking lot for the Corona Public Library which is located east of the project site. The parking lot and the adjacent vacant property (315 W. 7th Street) located directly west of the parking lot are currently under the ownership of the City of Corona. The remaining 11 vacant parcels are under the ownership of the Corona Housing Authority.

On November 7, 2018, the city entered into a Development and Disposition Agreement with the applicant, Boureston Companies, to allow the applicant to acquire the 11 properties owned by the Corona Housing Authority. The applicant is also acquiring the two city-owned properties. All 13 properties are currently under escrow and, per the terms of the Agreement, the sale of the properties will be finalized once the applicant has obtained project approval.

The Agreement establishes certain milestones for the construction of the project which will be phased. Phase 1 will be the construction of Building A which is located closest to Sixth Street and Phase 2 will be the construction of Building B which is located on the southern portion of the project site closest to the Corona Regional Medical Center. The Agreement requires the applicant to complete construction of the building associated with Phase 1 and all necessary related off-site public improvements within 36 months after the close of escrow. The building associated with Phase 2 is required to be completed within 36 months of the first certificate of occupancy issued for the building in Phase 1. However, the Agreement does not prevent the applicant from constructing both buildings at the same time under Phase 1. Building A is intended to be occupied by City of Hope, a cancer treatment center. Building B will be a medical office building occupied by multiple tenants specializing in specific medical practices.

To make up for the loss of the 49 parking spaces within the library's off-site parking lot, the city will be entering into a shared parking agreement with the applicant to allow library patrons to utilize the new on-street parking spaces proposed on Belle Avenue which will have 54 parking spaces. Library patrons will be able to utilize the parking spaces during the evenings and weekends when the library is heavily trafficked. This agreement was discussed at the Infrastructure Committee meeting on July 31, 2017. The Committee was receptive to the proposed on-street parking as it would provide parking that is much needed, and the spaces are also at a safe walking distance to the library. The Committee also discussed the appearance of the buildings from Sixth Street with then-Council Member Jason Scott directing that if the rear elevations of the buildings face Sixth Street they should receive as much architectural detail along the backs as the fronts.

The 13 parcels have varied General Plan land use designations and zoning under the Downtown Corona Revitalization Specific Plan. Due to this, the project requires a General Plan Amendment (GPA2019-0001) which would bring each parcel into one General Plan designation. Parcel 1 will maintain its existing General Plan designation of Mixed Use Downtown and Parcel 2 is proposed to have a General Plan designation of Office Professional. The area for Parcel 2 contains two General Plan designations of Low Density Residential and Office Professional. Therefore, to facilitate the creation of the new parcel being created by this parcel map, the parcel needs to have one General Plan designation. A Specific Plan Amendment (SPA2019-0001) is also being processed to bring all the parcels into one consistent zoning. Additionally, the project requires a precise plan (PP2019-0003) to review the site plan and architecture of the project.

The project was initially reviewed by staff through the city's Development Plan Review (DPR) process in November 2018. The applicant officially submitted the GPA, SPA, parcel map, and precise plan applications to the city on March 15, 2019. The applicant was issued an application incomplete letter due to missing or incomplete application items. The applicant over time submitted the required application materials to staff with the applications finally considered complete on July 23, 2019, and cleared for public hearing before the Planning and Housing Commission on August 26, 2019.

## **PROJECT DESCRIPTION**

As shown in Exhibit A, Parcel Map 37565 proposes to merge 13 parcels into two parcels totaling 3.48 acres. Parcel 1 is 1.75 acres and intended for the development of a 32,500 square foot two-story medical office building for the City of Hope. Parcel 2 is 1.73 acres and intended for the development of a 26,400 square foot two-story medical office building. In addition to the buildings, both parcels will contain parking spaces associated with the buildings.

The parcel map also proposes to create four lettered lots for street rights-of-way to be dedicated to the City. Lot A is 0.40 acres and encompasses the east half of Sheridan Street. Lot B is 0.30 acres and encompasses the west half of Belle Avenue. Lots C and D are 0.03 and 0.01 acres, respectively, and are located at the northwest and northeast corners of the project site within the 6<sup>th</sup> Street right-of-way.

The parcels are being created under the development standards of the Downtown District. No minimum lot area, width, or depth requirement is prescribed for newly created lots in the Downtown District. The following table summarizes the lot information for this subdivision.

**Table A**  
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D	0.01 ac.	Street Dedication (6 <sup>th</sup> Street)



## **ACCESS AND PUBLIC IMPROVEMENTS**

Parcel 1 will have access from 6<sup>th</sup> Street and Sheridan Street. Parcel 2 will have access from Belle Avenue. However, the access and parking for both parcels will be shared for the two buildings planned on the project site.

Public improvements are required for the south half-width of 6<sup>th</sup> Street along the project site's frontage. The south half-width of Sixth Street from the centerline to the right-of-way line is required to be 50 feet. Currently, the south half-width is 40 feet; therefore, the applicant is required to dedicate an additional 10 feet of public right-of-way along the project's street frontage where insufficient right-of-way exists. This dedication is being provided by Parcels C and D. The applicant is also required to construct the necessary public improvements including curb and gutter, a 7-foot wide sidewalk and 10-foot landscape parkway behind the sidewalk along this frontage.

Sheridan Street is required to be widened to have an overall right-of-way width of 60 feet which shall include a paved roadway width of 40 feet curb to curb and a 10-foot wide parkway for landscaping and sidewalk on both sides of the street. The improvements on the west half of Sheridan Street between 6<sup>th</sup> Street and 7<sup>th</sup> Street shall include space for a new bus stop for the Corona Cruiser. Beyond 7<sup>th</sup> Street to the south, the improvements will transition to match the existing conditions on the west half-width of Sheridan Street. The east half-width of Sheridan Street is required to be improved with curb and gutter plus a 5-foot wide landscape parkway and a 5-foot wide sidewalk adjacent to the project site.

Belle Avenue is required to have an overall right-of-way width of 80 feet with 28 feet of paved roadway that will have unobstructed access. The street will be modified to include angled parking spaces on both sides of the street. Beyond the 28-foot wide roadway a paved width of 19.7 feet will be provided on both sides of the street to accommodate the on-street angled parking design. The parkway width on Belle Avenue adjacent to the project site will include a 5-foot wide landscape parkway and a 4-foot wide sidewalk. The parkway width on the east side of the street will include a 6-foot wide sidewalk and no landscape parkway.

## **EASEMENTS**

Sheet 4 of the parcel map exhibit in Exhibit A depicts the proposed and existing easements for the project site. The project proposes to establish easements over two areas within the parking lot that will contain drainage and infiltration facilities associated with the project's Water Quality Management Plan. A 20-foot wide easement will be established over a new public water line that will be constructed within the project site. A 10-foot wide Southern California Edison easement will be established within the project site for underground utility lines. The project contains several existing easements related to SCE utility lines and public facilities (sidewalks, sewer, water, and storm drain facilities) which will be protected in place.

## **OTHER CONSIDERATIONS**

The section of 7<sup>th</sup> Street between Sheridan Street and Belle Avenue and the two existing 16-foot wide alleys located between Sheridan Street and the project site's east property line and between 7<sup>th</sup> Street and the site's south property line will be vacated by separate instrument in order for these areas to be included within the project boundary. The alley having access from Sheridan Street is located within Parcel 1 and the alley having access from 7<sup>th</sup> Street is located within Parcel 2. It is

worth mentioning that this alley used to extend southward but the southerly portion was vacated as part of the expansion to the Corona Regional Medical Center and is now part of the hospital's parking lot. For the alley that is located within Parcel 1, the applicant intends to transfer the portion of the alley that borders the south side of the adjacent commercial property (tire shop) located at the corner of 6<sup>th</sup> Street and Belle Avenue to the owner of the commercial property which will allow the tire shop to continue to utilize the alley.

The Corona Cruiser Blue and Red Line routes currently run on Belle Avenue and on the roadway section of 7<sup>th</sup> Street that is proposed to be vacated with this project. Since this section of 7<sup>th</sup> Street is to be vacated, the bus routes are being rerouted from Belle Avenue to Sixth Street and to Sheridan Street as shown in Exhibit D. To accommodate the change in the route, a new bus stop will be placed on 6<sup>th</sup> Street going eastbound and another one on Sheridan Street going southbound. The remainder of the route will be protected in place as the route will continue to travel on Sheridan Street beyond the project site.

### **ENVIRONMENTAL ANALYSIS:**

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

### **FISCAL IMPACT**

The applicant paid \$15,701.75 in application processing fees for the parcel map application.

### **PUBLIC NOTICE AND COMMENTS**

A 20-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. As of the preparation of this report, staff has received calls from two property owners of two residential properties located on Sheridan Street south of Eighth Street. The property owners requested clarification on the location and use of the project with one property owner expressing support for having the City of Hope in Corona.

Staff also received a letter of protest from Mr. John Vazirian who owns the automobile dealership and three residential properties located to the west of the project site. The letter is attached in Exhibit G. Mr. Vazirian's concern is related directly to the design of the project and is not related to the parcel map but is being included with this staff report for informational purposes. Mr. Vazirian indicates that Building A would visually obstruct his business and future commercial development on his properties from Sixth Street. His letter includes three site plans depicting alternative layouts of Building A that would reduce visual impacts to his properties. Staff has spoken to Mr. Vazirian and informed him that his properties including the residential properties are zoned Transitional Commercial which requires only an 8-foot front yard setback. Therefore, any future commercial development proposed on his properties could be built as close as 8 feet from the Sixth Street right-of-way line. This setback is closer to Sixth Street than the setback that is being proposed for Building A which is designed to have a 10-foot setback from Sixth Street with the majority of the building being set back 20 feet from Sixth

Street. Also, the medical office buildings could be built up to a height of 60 feet which is allowed in the Downtown District but the applicant has chosen to design them as two-story buildings with a height of approximately 40 feet. It is also worth mentioning that this segment of 6<sup>th</sup> Street is intended for commercial development and the city's development standards do not require the preservation or protection of views along the street from certain distances. The development standards are adopted by the city to provide equal application of the standards to all property owners that develop their property in accordance with the zoning of the property.

## STAFF ANALYSIS

Parcel Map 37565 facilitates the development of two medical office buildings on the project site. The use is being reviewed by an associated precise plan application PP2019-0003. The parcel map complies with the development standards of the Downtown District which prescribes no minimum lot area, width, or depth requirement for the lots. The parcels are provided with adequate access from 6<sup>th</sup> Street, Sheridan Street, and Belle Avenue. The parcel map guarantees the construction of any missing public improvements on the streets adjacent to the project site.

The project is consistent with General Plan Policies 1.1.1, 1.1.2, and 1.1.3 because it helps Corona be a community that contains various uses to support the diverse needs of Corona's residents, enhances the City's fiscal viability, and minimizes the need for Corona residents to travel to surrounding communities for recreational services. Therefore, based on the following findings and conditions of approval, PM 37565 is recommended for approval.

## FINDINGS OF APPROVAL FOR PM 37565

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:
  - a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit B.*
  - b. *There is no substantial evidence before the City that the revised project may have a significant effect.*
2. Pursuant to California Government Code Section 66411.1 this division of land necessitates the inclusion of Conditions of Approval for the following reasons:
  - a. *The guarantee of the construction of improvements for W. 6<sup>th</sup> Street, Sheridan Street, and Belle Avenue is necessary for the public's safe access to and around the site.*
  - b. *The improvements of W. 6<sup>th</sup> Street, Sheridan Street, and Belle Avenue are necessary for the orderly development of the surrounding areas because there is the potential that surrounding properties could be developed. Each site must contribute to the improvements so that further development would not be detrimental to the public.*
3. None of the conditions provided in Section 66474 of the California Government Code exist for the following reasons:

- a. *The proposed map and associated development are consistent with the General Plan designation of Mixed Use: Downtown and Office/Professional which are being proposed for the project site by associated General Plan Amendment application GPA2019-0001. The map and associated development are also consistent with the Downtown Corona Revitalization Specific Plan's designation of Downtown District which is being proposed for the project site by associated Specific Plan Amendment application SPA2019-0001.*
  - b. *The design or improvement of the proposed subdivision is consistent with the development standards of the Downtown District of the Downtown Corona Revitalization Specific Plan which prescribes no minimum lot area, width, or depth requirement for newly created lots.*
  - c. *The site is suitable for the type of development proposed and offers adequate access from West 6<sup>th</sup> Street, Sheridan Street, and Belle Avenue, as demonstrated by Exhibit A of PM 37565.*
  - d. *The site is physically suitable for the development of medical office buildings which are capable of meeting the development standards required by the Downtown District as demonstrated by the project's site plan attached as Exhibit C of PM 37565.*
  - e. *The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat because the project's initial study has determined that potential environmental impacts are capable of being mitigated to less than significant levels.*
  - f. *The proposed subdivision will not result in adverse impact to public health, safety or general welfare because the project adheres to the development standards of the zone in which it is located promoting orderly development of the project site and the improvements associated with the project adhere to city standards.*
  - g. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because no such easements exist on the project site, or the easements are being protected in place or relocated elsewhere on the project site.*
4. Pursuant to California Government Code Section 66464.6, the discharge of waste from the proposed subdivision into existing community sewers would not result in violation of existing requirements presented by the Santa Ana Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code for the following reason:
  - a. *The amount of discharge to be produced by the development does not exceed the limit established by the Santa Ana Regional Water Quality Control Board as monitored by the City of Corona's Department of Water and Power.*
5. The proposal is in conformance with the standards of the Downtown District of the Downtown Corona Revitalization Specific Plan for the following reasons:
  - a. *The Downtown Corona Revitalization Specific Plan prescribes no minimum lot area, width or depth requirement for new lots created within the Downtown District. Therefore, the proposed parcel map is in compliance with the Downtown District.*

**REVIEWED BY:** SANDRA YANG, SENIOR PLANNER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

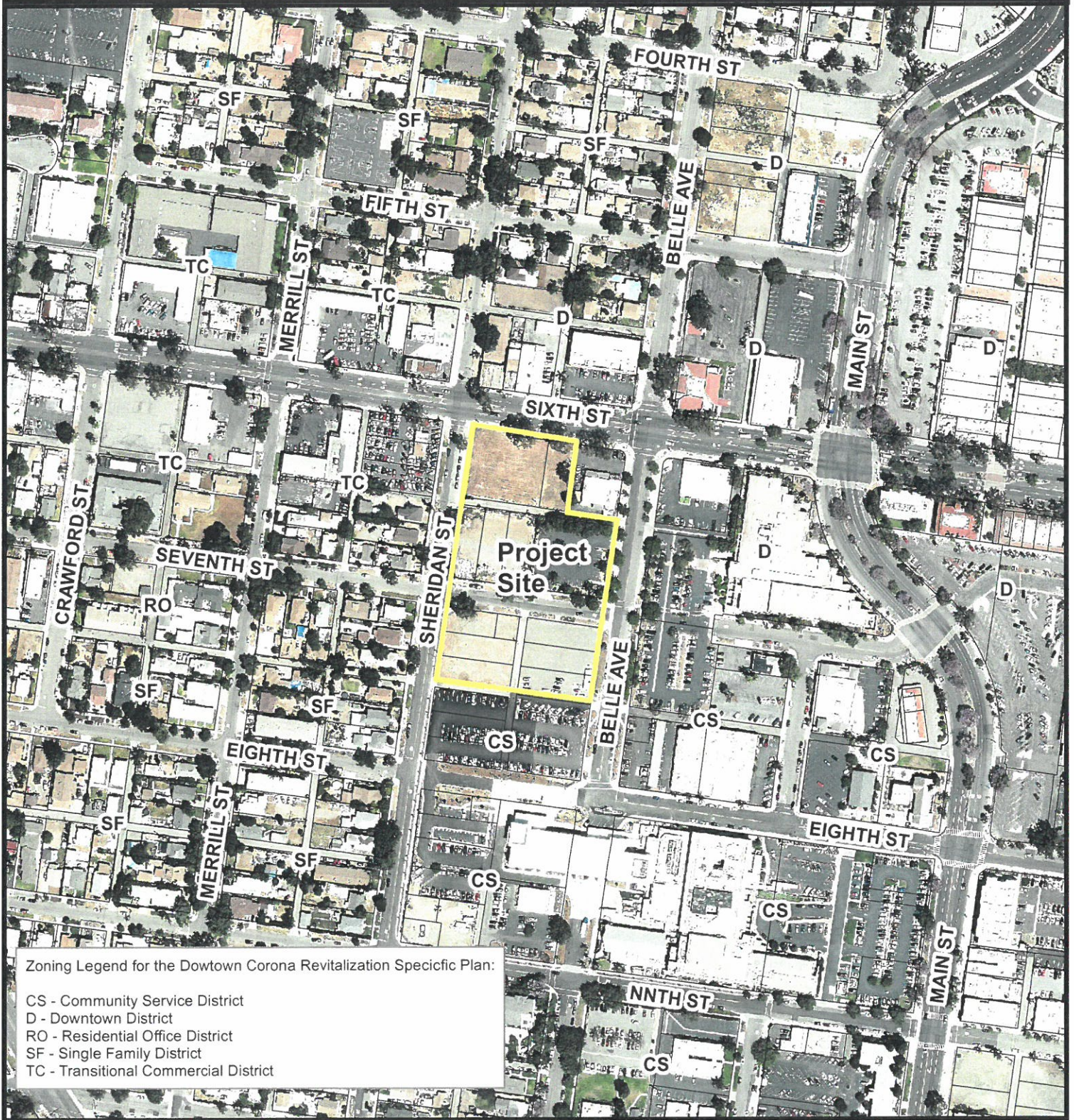
**EXHIBITS**

1. Locational and Zoning Map.
2. Exhibit A - Parcel Map 37565.
3. Exhibit B - Conditions of Approval.
4. Exhibit C - Site Plan.
5. Exhibit D - Proposed Corona Cruiser Bus Route Change.
6. Exhibit E - Applicant's letter dated May 21, 2019 giving essential subdivision information.
7. Exhibit F - Environmental Documentation.
8. Exhibit G - Public Correspondence.

Case Planner: Sandra Yang (951) 736-2262



# LOCATIONAL & ZONING MAP



Date: 08/20/2019

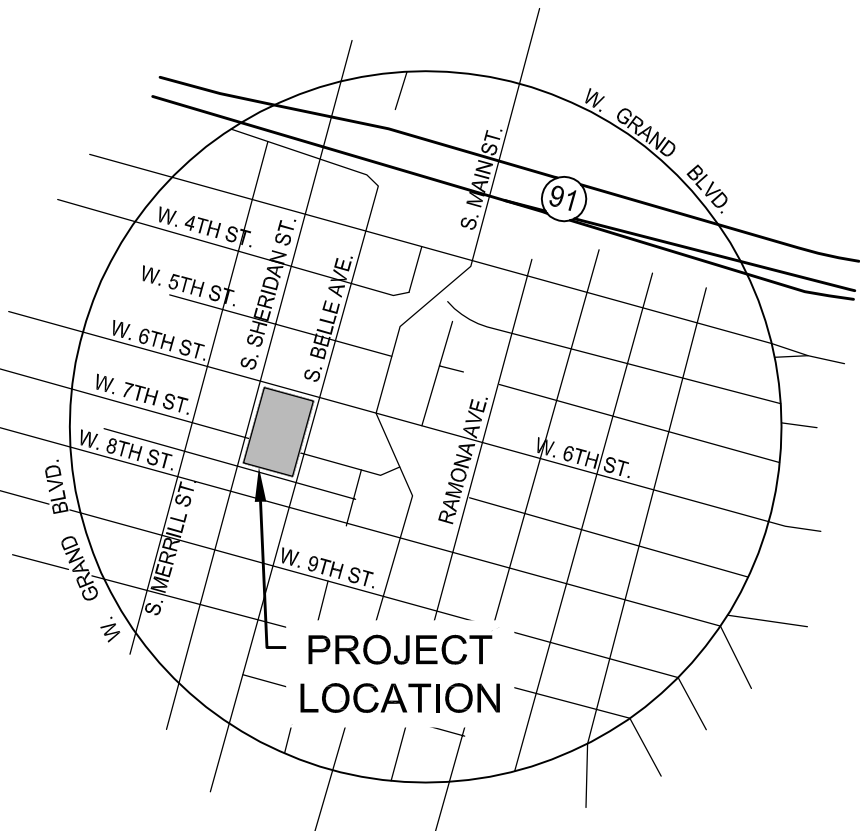
**GPA2019-0001, SPA2019-0001,  
PM 37565, and PP2019-0003**





PARCEL MAP NO. 37565

LOTS 4-9 OF BLOCK 122 TOGETHER WITH LOTS 1-3, 7-12 AND A PORTION OF LOTS 4-6 IN BLOCK 129 IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS PER SOUTH RIVERSIDE TOWN SITE MAP RECORDED FEBRUARY 12, 1887 IN M.B. 9/8 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



VICINITY MAP  
NOT TO SCALE

UTILITY PROVIDERS:

ELECTRIC: SCE  
SEWER: CITY OF CORONA DEPARTMENT OF WATER & POWER  
WATER: CITY OF CORONA DEPARTMENT OF WATER & POWER  
TRASH: CITY OF CORONA DEPARTMENT OF WATER & POWER  
PHONE/INTRANET: AT&T AND FRONTIER  
GAS: SOUTHERN CALIFORNIA GAS

NOTES:

1. THERE ARE NO EXISTING BUILDINGS WITHIN THE PROPOSED DEVELOPMENT AREA.
2. ONLY ONE PARCEL MAP IS PLANNED AND THERE WILL BE NO PHASING.

SITE ACREAGE

PARCEL 1 1.75 ACRES  
PARCEL 2 1.73 ACRES  
TOTAL 3.48 ACRES

OWNER:

CORONA HOUSING AUTHORITY &  
CITY OF CORONA

DEVELOPER:

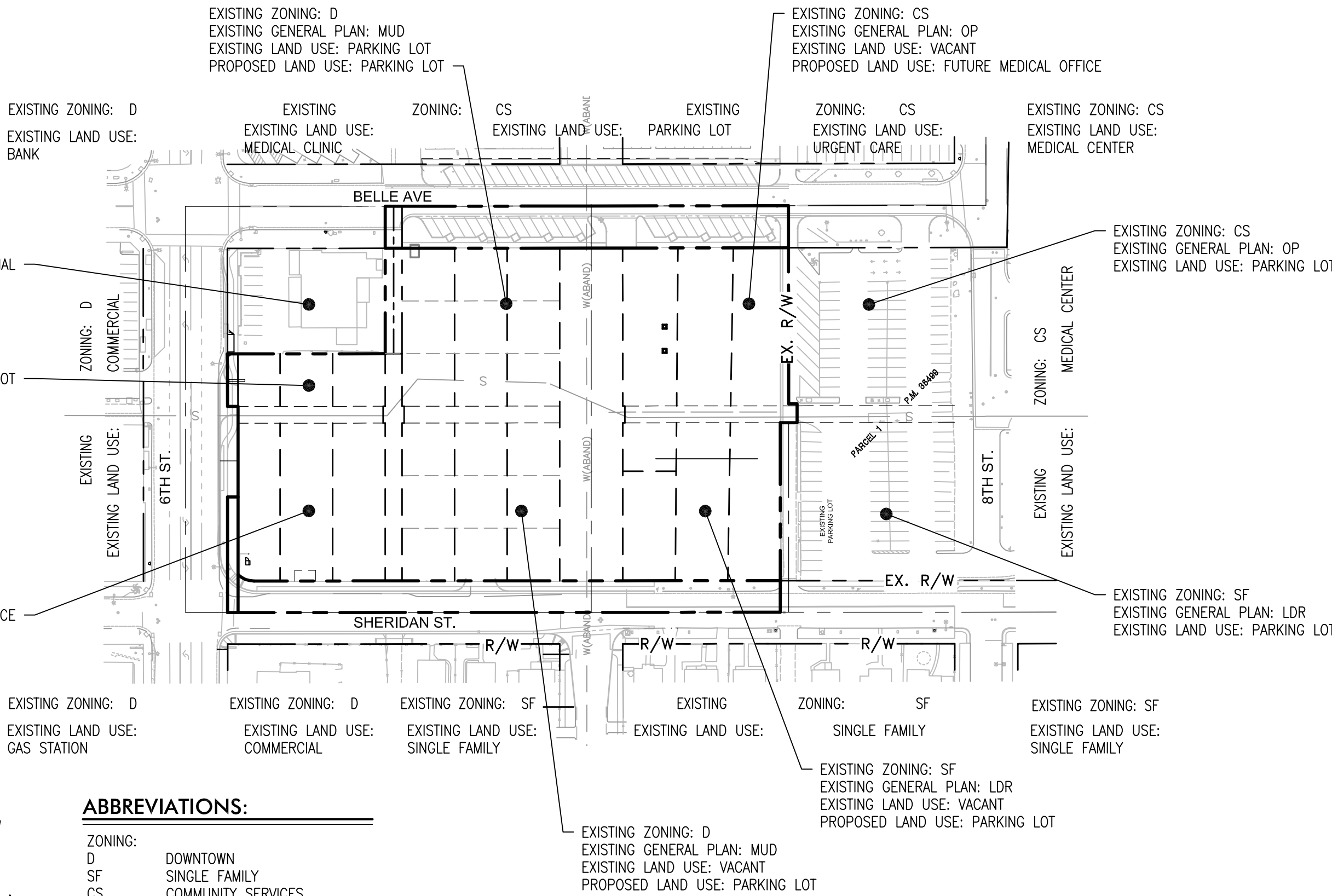
THE BOURESTON COMPANIES  
650 TOWN CENTER  
COSTA MESA, CA. 92626  
PHONE: 949.387.4667  
CONTACT: RICHARD BOURESTON

ENGINEER:

FUSCOE ENGINEERING  
16795 VON KARMAN, SUITE 100  
PHONE: 949.474.1960  
CONTACT: MARK NERO, P.E.

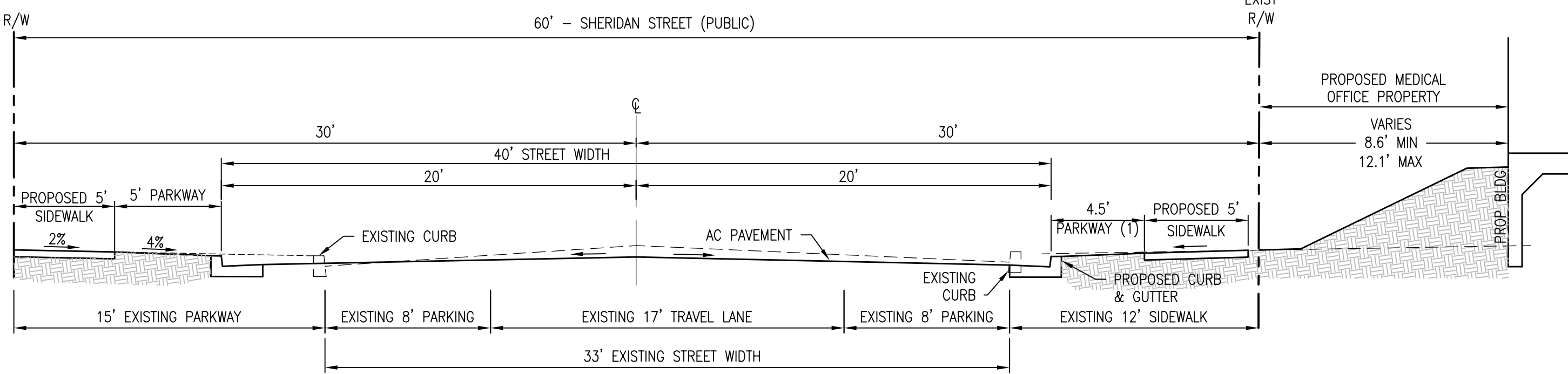
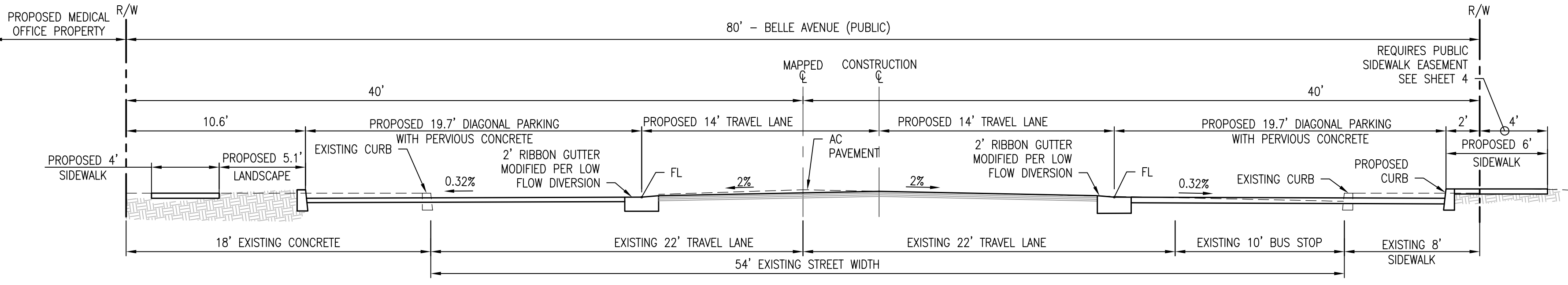
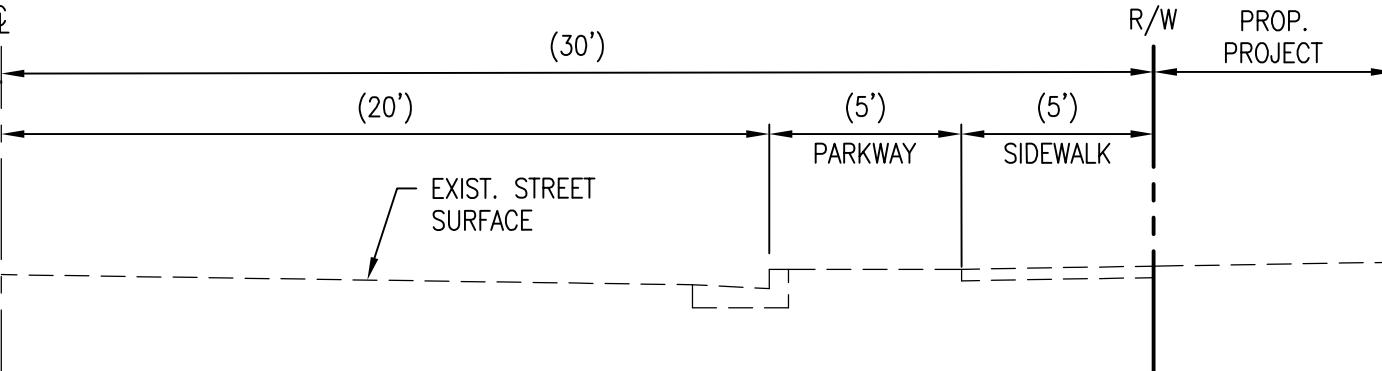
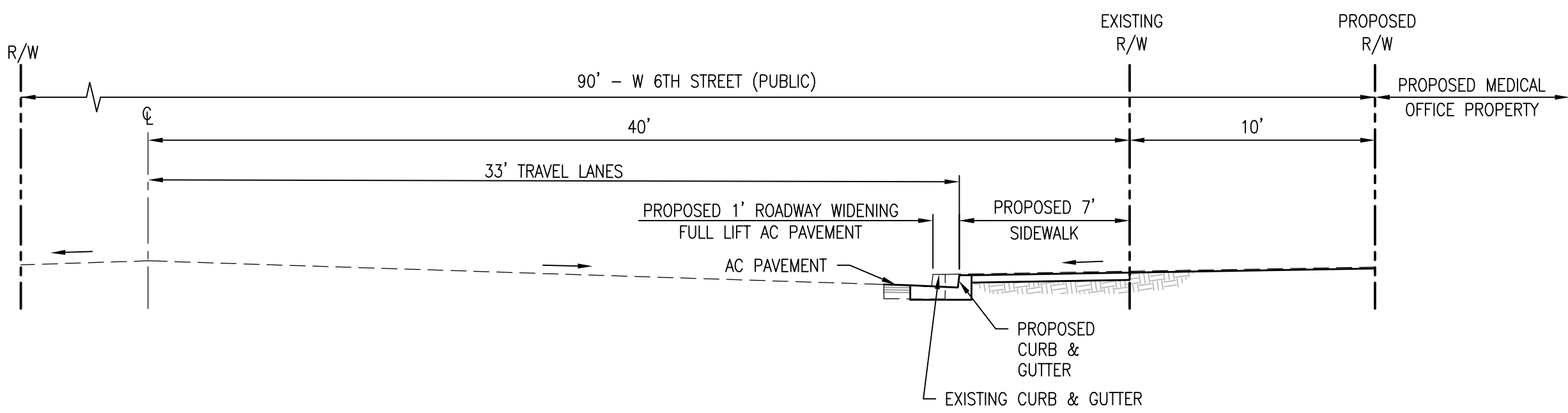
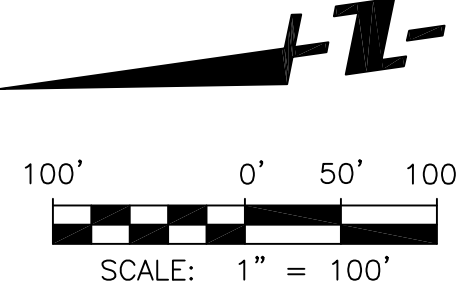
LEGEND:

- EXISTING CENTERLINE
- EXISTING CURB
- EXISTING LOT LINE
- PROPOSED PROPERTY LINE



ABBREVIATIONS:

ZONING:  
D DOWNTOWN  
SF SINGLE FAMILY  
CS COMMUNITY SERVICES  
GENERAL PLAN:  
LDR LOW DENSITY RESIDENTIAL  
MUD MIXED USE DOWNTOWN  
OP OFFICE PROFESSIONAL



(1) TREE WELLS WILL BE PLACED EVERY 40' ALONG THE BACK OF CURB

LEGEND:

- EXISTING CENTERLINE
- EXISTING PROPERTY LINE
- EXISTING IMPROVEMENTS
- EXISTING RIGHT-OF-WAY
- EXISTING LOTLINE
- EXISTING EASEMENT

ABBREVIATIONS:

APN ASSESSOR PARCEL NUMBER  
BMP BEST MANAGEMENT PRACTICE  
C CENTERLINE  
EXIST. EXISTING  
FF FINISH FLOOR  
FS FINISH SURFACE  
FL FLOWLINE  
R/W RIGHT-OF-WAY  
TC TOP OF CURB  
TYP. TYPICAL


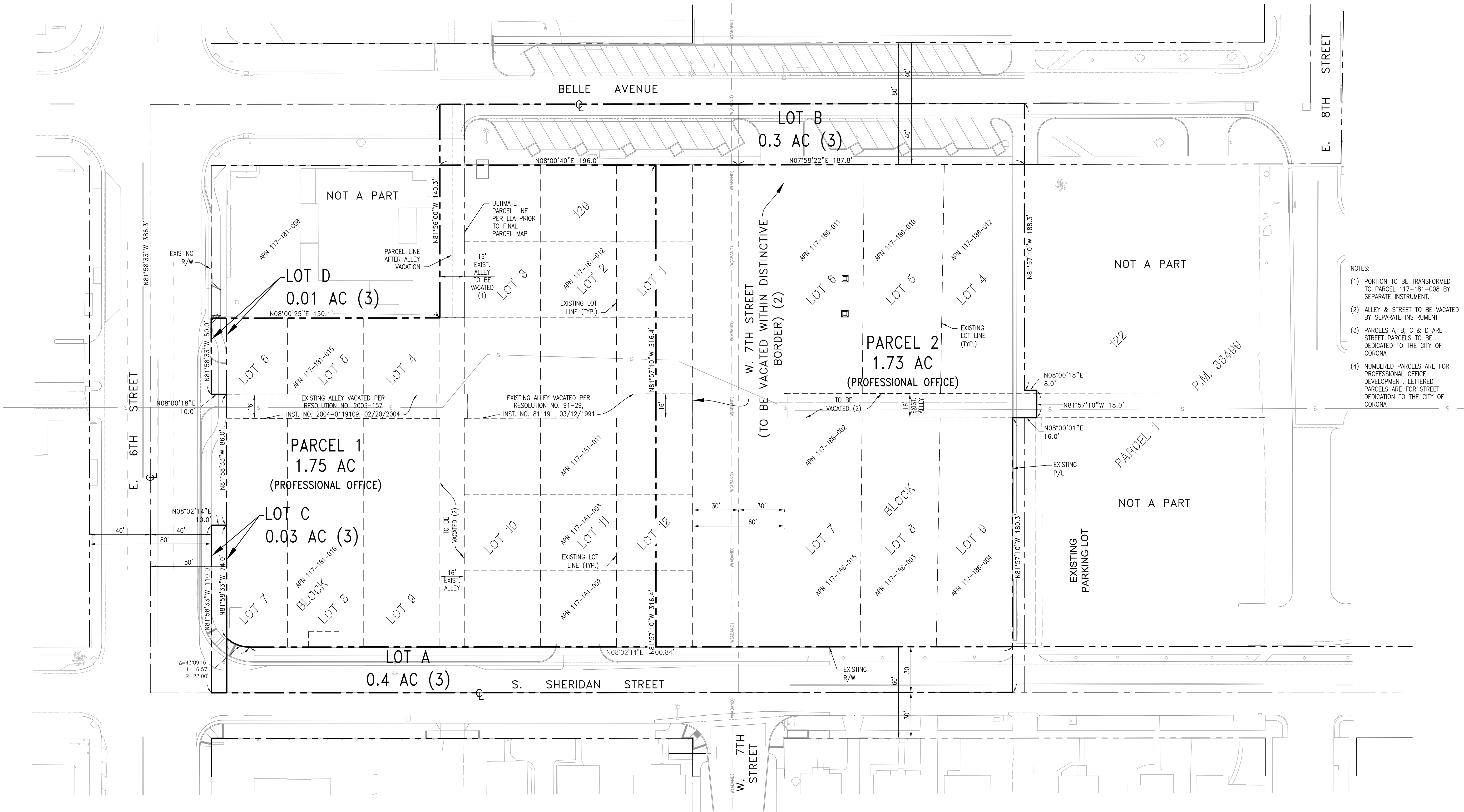
				AUGUST 2019		 <p>FUSCOE ENGINEERING 16795 Von Karmen, Suite 100 Irvine, California 92606 tel 949.474.1960 • fax 949.474.5315 www.fuscoe.com</p>	PARCEL MAP No. 37565 INFORMATION AND SECTIONS SIXTH STREET & RUFF ROLL EAVARD CORC	PERMIT #	
				DRAWN BY: DB/GG				PLAN CK #	
				DESIGNED BY: DB/GG				SHEET	
				CHECKED BY: MN					
NO.	DATE	REVISIONS	APPROVED						

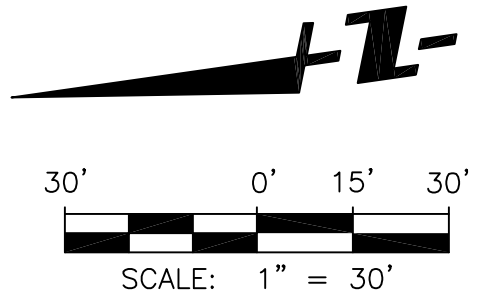
EXHIBIT A


PARCEL MAP NO. 37565

LOTS 4-9 OF BLOCK 122 TOGETHER WITH LOTS 1-3, 7-12 AND A PORTION OF LOTS 4-6 OF BLOCK 129 IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS PER SOUTH RIVERSIDE TOWN SITE MAP RECORDED FEBRUARY 12, 1887 IN M.B. 9/8 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



- NOTES:
- (1) PORTION TO BE TRANSFORMED TO PARCEL 117-181-008 BY SEPARATE INSTRUMENT.
  - (2) ALLEY & STREET TO BE VACATED BY SEPARATE INSTRUMENT
  - (3) PARCELS A, B, C & D ARE STREET PARCELS TO BE DEDICATED TO THE CITY OF CORONA
  - (4) NUMBERED PARCELS ARE FOR PROFESSIONAL OFFICE DEVELOPMENT, LETTERED PARCELS ARE FOR STREET DEDICATION TO THE CITY OF CORONA

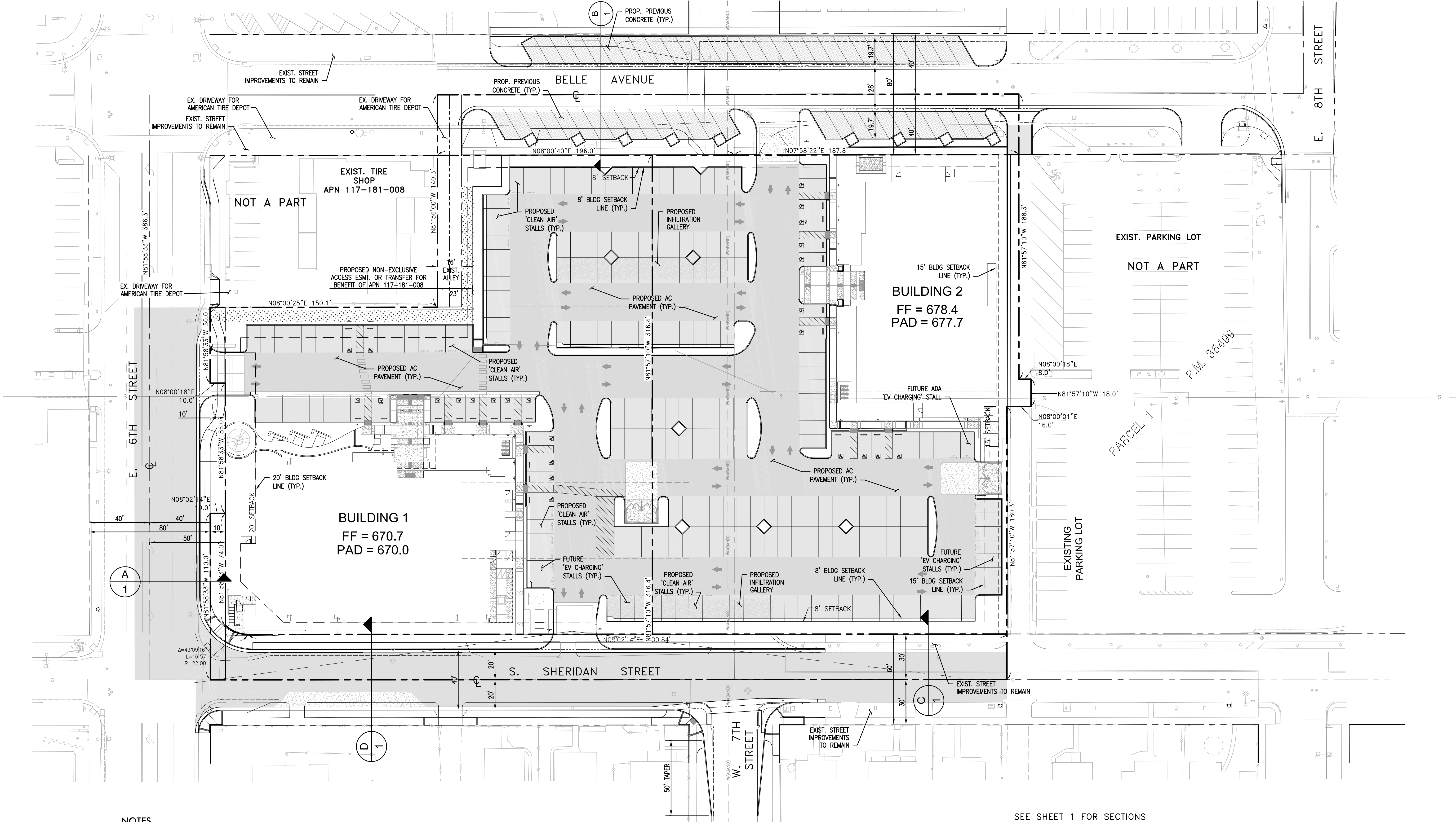


				AUGUST 2019		 <div><b>FUSCOE</b> ENGINEERING 16795 Von Karman, Suite 100 Irvine, California 92606 tel 949.474.1960 • fax 949.474.5315 www.fuscoe.com</div>	PARCEL MAP No. 37565		PERMIT #
				DRAWN BY:	DB/GG		PARCELS (EXISTING & PROPOSED)		PLAN CK #
				DESIGNED BY:	DB/GG		SIXTH STREET & BELLE BOULEVARD		SHEET
				CHECKED BY:	MN		CORONA, CALIFORNIA		2
NO.	DATE	REVISIONS	APPROVED						OF 4

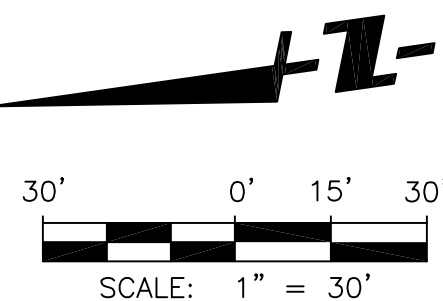


PARCEL MAP NO. 37565


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- NOTES
- SEE CONCEPT GRADING PLAN FOR MORE DETAILED GRADING INFORMATION AND PROPOSED IMPROVEMENTS.
  - SEE CONCEPT UTILITY PLAN FOR MORE DETAILED UTILITY INFORMATION AND PROPOSED IMPROVEMENTS.
  - PROJECT WILL BE REQUIRED TO ANNEX INTO CFD 2016-3 (MAINTENANCE DISTRICT)

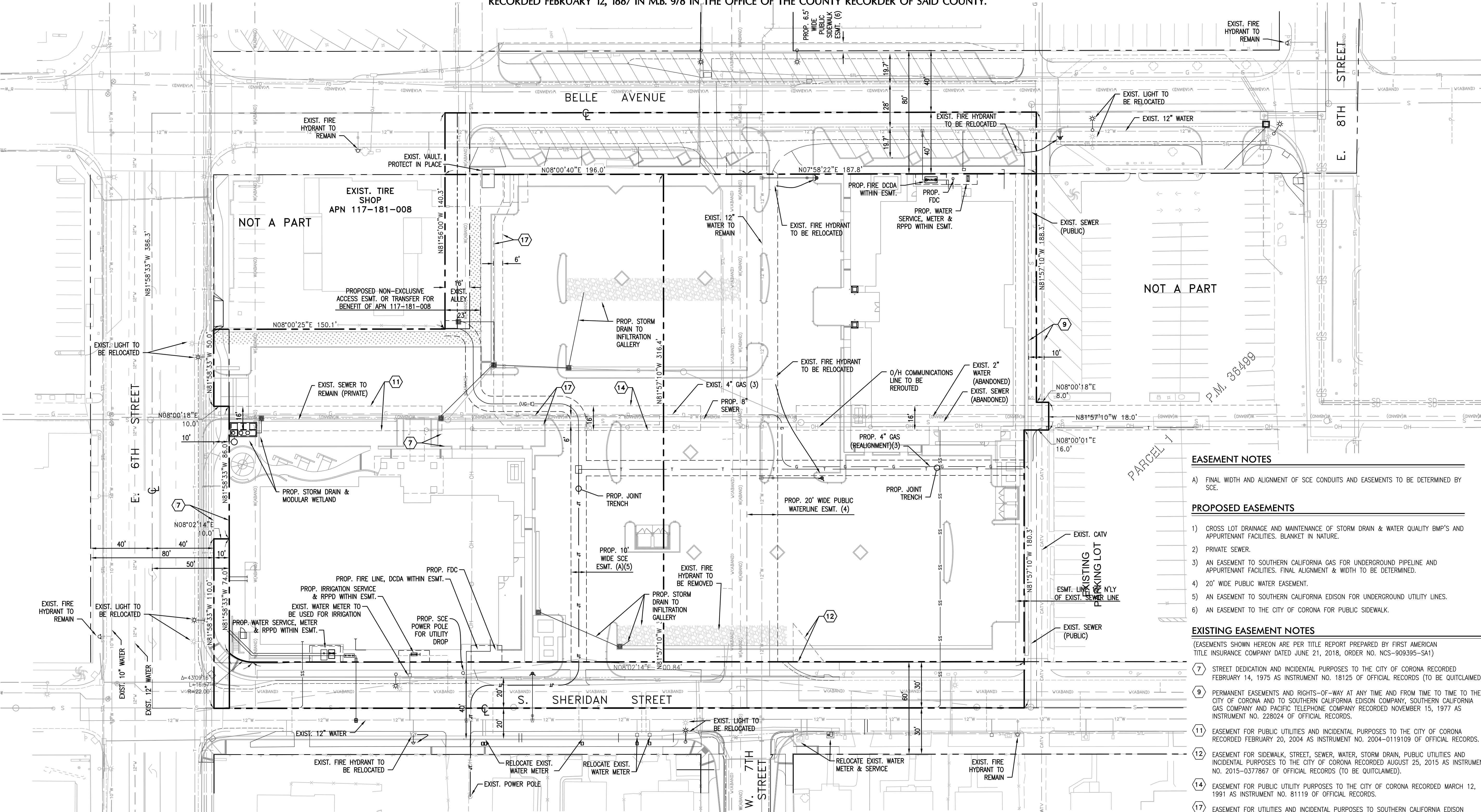


SEE SHEET 1 FOR SECTIONS

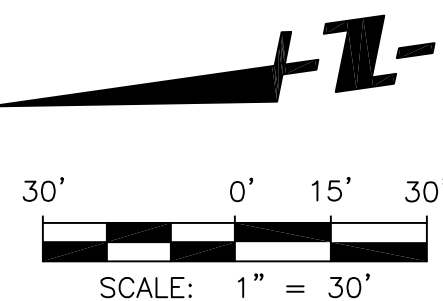
				AUGUST 2019		 <div>FUSCOE ENGINEERING 16795 Von Karman, Suite 100 Irvine, California 92606 tel 949.474.1960 • fax 949.474.5315 www.fuscoe.com</div>	PARCEL MAP No. 37565		PERMIT #
				DRAWN BY:	DB/GG				---
				DESIGNED BY:	DB/GG				PLAN CK #
				CHECKED BY:	MN				---
NO.	DATE	REVISIONS	APPROVED						SHEET
								3	
								OF 4	
						SITE PLAN			
						SIXTH STREET & BELLE BOULEVARD			
						CORONA, CALIFORNIA			

PARCEL MAP NO. 37565

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		AUGUST 2019	
DRAWN BY:		DB/GG	
DESIGNED BY:		DB/GG	
CHECKED BY:		MN	
NO.	DATE	REVISIONS	APPROVED

**FUSCOE**  
ENGINEERING  
16795 Von Karman, Suite 100  
Irvine, California 92606  
tel 949.474.1960 • fax 949.474.5315  
www.fuscoe.com

PARCEL MAP No. 37565  
EXISTING & PROPOSED EASEMENTS  
SIXTH STREET & BELLE BOULEVARD  
CORONA, CALIFORNIA

PERMIT #	---
PLAN CK #	---
SHEET	4
OF	4

- EASEMENT NOTES**
- A) FINAL WIDTH AND ALIGNMENT OF SCE CONDUITS AND EASEMENTS TO BE DETERMINED BY SCE.
- PROPOSED EASEMENTS**
- CROSS LOT DRAINAGE AND MAINTENANCE OF STORM DRAIN & WATER QUALITY BMP'S AND APPURTENANT FACILITIES. BLANKET IN NATURE.
  - PRIVATE SEWER.
  - AN EASEMENT TO SOUTHERN CALIFORNIA GAS FOR UNDERGROUND PIPELINE AND APPURTENANT FACILITIES. FINAL ALIGNMENT & WIDTH TO BE DETERMINED.
  - 20' WIDE PUBLIC WATER EASEMENT.
  - AN EASEMENT TO SOUTHERN CALIFORNIA EDISON FOR UNDERGROUND UTILITY LINES.
  - AN EASEMENT TO THE CITY OF CORONA FOR PUBLIC SIDEWALK.
- EXISTING EASEMENT NOTES**
- (EASEMENTS SHOWN HEREON ARE PER TITLE REPORT PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED JUNE 21, 2018, ORDER NO. NCS-909395-SA1)
- STREET DEDICATION AND INCIDENTAL PURPOSES TO THE CITY OF CORONA RECORDED FEBRUARY 14, 1975 AS INSTRUMENT NO. 18125 OF OFFICIAL RECORDS (TO BE QUITCLAIMED).
  - PERMANENT EASEMENTS AND RIGHTS-OF-WAY AT ANY TIME AND FROM TIME TO TIME TO THE CITY OF CORONA AND TO SOUTHERN CALIFORNIA EDISON COMPANY, SOUTHERN CALIFORNIA GAS COMPANY AND PACIFIC TELEPHONE COMPANY RECORDED NOVEMBER 15, 1977 AS INSTRUMENT NO. 228024 OF OFFICIAL RECORDS.
  - EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES TO THE CITY OF CORONA RECORDED FEBRUARY 20, 2004 AS INSTRUMENT NO. 2004-0119109 OF OFFICIAL RECORDS.
  - EASEMENT FOR SIDEWALK, STREET, SEWER, WATER, STORM DRAIN, PUBLIC UTILITIES AND INCIDENTAL PURPOSES TO THE CITY OF CORONA RECORDED AUGUST 25, 2015 AS INSTRUMENT NO. 2015-0377867 OF OFFICIAL RECORDS (TO BE QUITCLAIMED).
  - EASEMENT FOR PUBLIC UTILITY PURPOSES TO THE CITY OF CORONA RECORDED MARCH 12, 1991 AS INSTRUMENT NO. 81119 OF OFFICIAL RECORDS.
  - EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JANUARY 10, 1992 AS INSTRUMENT NO. 9437 OF OFFICIAL RECORDS (TO BE QUITCLAIMED).





# Project Conditions

## City of Corona

**Project Number: PM2019-0001**

**Description: PARCEL MAP FOR (2) MEDICAL OFFICE BUILDINGS AND PARKING LOT**

**Applied: 3/15/2019**

**Approved:**

**Site Address: SIXTH STREET AND BELLE BLVD ,**

**Closed:**

**Expired:**

**Status: INCOMPLETE**

**Applicant: BOURESON DEVELOPMENT**

**Parent Project:**

**650 TOWN CENTER DRIVE, SUITE 890 COSTA MESA CA, 92626**

**Details:**

### LIST OF CONDITIONS

DEPARTMENT	CONTACT
PLANNING	Sandra Yang
<ol style="list-style-type: none"><li>1. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration prepared for the project.</li><li>2. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.</li><li>3. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.</li><li>4. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.</li><li>5. The approval of M 37565 is contingent upon the approval of SPA2019-0001 and GPA2019-0001.</li><li>6. Parcel Map 37565 shall be recorded prior to the issuance of a certificate of occupancy.</li><li>7. Covenants, Conditions, and Restrictions (CC&amp;R's) providing for reciprocal parking, ingress and egress, drainage and utility easements, and maintenance of common drives and landscaping shall be reviewed, approved by the Director of Public Works and recorded prior to recordation of the parcel map.</li><li>8. The applicant shall enter into a shared parking agreement with the city for the on-street parking spaces on Belle Avenue prior to issuance of a Certificate of Occupancy.</li></ol>	

# EXHIBIT B



# Project Conditions

## City of Corona

### PUBLIC WORKS

Emily Stadnik

1. The Public Works and the Departments of Water and Power, Maintenance and Parks and Landscaping Conditions of Approval for the subject application and shall be completed at no cost to any government agency. All questions regarding the intent of the conditions shall be referred to the Public Works Department Land Development Section. Should a conflict arise between City of Corona standards and design criteria and any other standards and design criteria, City of Corona standards and design criteria shall prevail.
2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.
3. Prior to recordation or issuance of grading permit, the applicant shall demonstrate to the satisfaction of the Public Works Director that the proposed subdivision will not unreasonably interfere with the use of any easement holder of the property.
4. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch Mylar and signed by a registered civil engineer or other registered/licensed professional as required.
5. The submitted site plan shall correctly show all existing easements, traveled ways, and drainage courses. Any omission or misrepresentation of these documents may require said site plan to be resubmitted for further consideration.
6. The submitted parcel map shall correctly show all existing easements, traveled ways, and drainage courses. Any omission or misrepresentation of these documents may require said parcel map to be resubmitted for further consideration.
7. The developer shall construct or guarantee construction of the required improvements prior to recordation of the Parcel Map because the construction of the improvements is a necessary prerequisite to the orderly development of the surrounding area.
8. All conditions of approval shall be satisfied and the final parcel map prepared and accepted by the City for recordation within 24 months of its approval, unless an extension is granted by the City Council.
9. In the event that off-site right-of-way or easements are required for the City of Corona master plan facilities to comply with these conditions of approval, the developer is required to secure such right-of-way or easements at no cost to the City.
10. Any missing right-of-way along streets fronting the proposed project will be required for dedication on the subject Parcel Map.
11. All existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Corona ordinances.
12. Prior to issuance of a Certificate of Occupancy, the developer shall cause the engineer of record to submit project base line work for all layers in AutoCAD DXF format on Compact Disc (CD) to the Public Works Department. If the required files are unavailable, the developer shall pay a scanning fee to cover the cost of scanning the as-built plans.
13. The developer shall monitor, supervise and control all construction and construction related activities to prevent them from causing a public nuisance including, but not limited to, insuring strict adherence to the following:
  - (a) Removal of dirt, debris or other construction material deposited on any public street no later than the end of each working day.
  - (b) Construction operations, including building related activities and deliveries, shall be restricted to Monday through Saturday from 7:00 a.m. to 8:00 p.m., excluding holidays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays, in accordance with City Municipal Code 15.04.060, unless otherwise extended or shortened by the Public Works Director or Building Official.
  - (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

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



# Project Conditions

## City of Corona

PUBLIC WORKS	Emily Stadnik
	<p>14. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall finish the construction or post security guaranteeing the construction of all public improvements. Said improvements shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"><li>a) All street facilities along W. Sixth Street, Belle Avenue and Sheridan Street</li><li>b) All drainage facilities along W. Sixth Street, Belle Avenue and Sheridan Street.</li><li>c) All required grading, including erosion control.</li><li>d) All required sewer, water and reclaimed water facilities.</li><li>e) All required landscaping.</li><li>f) All under grounding of overhead utilities, except for cables greater than 32k volts.</li><li>g) All improvements specified per the approved traffic study</li></ul> <p>15. All the grading design criteria shall be per City of Corona standards, Corona Municipal Code Title 15 Chapter 15.36 and City Council Ordinance Number 2568, unless otherwise approved by the Public Works Director.</p> <p>16. Prior to approval of grading plans, the applicant shall submit two (2) copies of a soils and geologic report prepared by a Registered Engineer to the Public Works Department Land Development Section. The report shall address the soil's stability and geological conditions of the site. If applicable, the report shall also address: deep seated and surficial stability of existing natural slopes; modified natural slopes which are subject to fuel zones; manufactured slopes and stability along proposed daylight lines; minimum required setbacks from structures; locations and length of proposed bench drains, sub-drains or french drains; and any other applicable data necessary to adequately analyze the proposed development.</p> <p>17. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Public Works Department Land Development Section.</p> <p>18. Prior to approval of grading plans, the applicant shall obtain a General Construction Activity Storm Water Permit from the State Water Resources Control Board in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. Proof of filing a Notice of Intent (NOI) will be required by the City. The WDID # shall be displayed on the title sheet of the grading plans.</p> <p>19. Prior to approval of grading plans, the applicant shall comply with the Federal Clean Water Act and shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be available at the project site for review.</p> <p>20. Prior to the issuance of a grading permit the developer shall submit recorded slope easements or written letters of permission from adjacent landowners in all areas where grading is proposed to take place outside of the project boundaries.</p> <p>21. Prior to issuance of building permits, the developer shall cause the civil engineer of record and soils engineer of record for the approved grading plans to submit pad certifications and compaction test reports for the subject lots where building permits are requested.</p> <p>22. Prior to release of grading security, the developer shall cause the civil engineer of record for the approved grading plans to submit a set of as-built grading plans with respect to Water Quality Control facilities.</p> <p>23. Prior to issuance of any grading permit, any environmental Phase I and Phase II findings and recommended actions to remove contamination resulting from previous use of the subject site shall be implemented.</p> <p>24. All City of Corona NPDES permit requirements for NPDES and Water Quality Management Plans (WQMP) shall be met per Corona Municipal Code Title 13 Chapter 13.27 and City Council Ordinance Numbers 2291 and 2828 unless otherwise approved by the Public Works Director.</p> <p>25. Prior to the issuance of a grading permit, a Final WQMP, prepared in substantial conformance with the approved Preliminary WQMP, shall be submitted to the Public Works Land Development Section for approval. Upon its final approval, the applicant shall submit one copy on a CD-ROM in PDF format.</p> <p>26. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&amp;R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP and maintain onsite BMPs.</p> <p>27. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to the future homeowners and/or occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.</p>



# Project Conditions

## City of Corona

PUBLIC WORKS	Emily Stadnik
	<p>28. Prior to issuance of Certificate of Occupancy, the applicant shall ensure all structural post construction BMPs identified in the approved project specific Final WQMP are constructed and operational.</p> <p>29. All the drainage design criteria shall be per City of Corona standards and the Riverside County Flood Control and Water Conservation District standards unless otherwise approved by the Public Works Director.</p> <p>30. Prior to recordation or approval of any improvement plans, the applicant shall submit a detailed hydrology study. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices. The hydrology study shall present a full breakdown of all the runoff generated on- and off-site.</p> <p>31. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall address the following: The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site. The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow. All residential lots shall drain toward the street. Lot drainage to the street shall be by side yard swales independent of adjacent lots or by an underground piping system. Concentrated drainage on commercial lots shall be diverted through parkway drains under sidewalks. All non-residential lots shall drain toward an approved water quality or drainage facility. Once onsite drainage has been treated it may continue into an approved public drainage facility or diverted through under-sidewalk parkway drains.</p> <p>32. Street design criteria and cross sections shall be per City of Corona standards, approved Specific Plan design guidelines and the State of California Department of Transportation Highway Design Manual unless otherwise approved by the Public Works Director.</p> <p>33. Prior to map recordation or issuance of a building permit, whichever comes first, the applicant shall offer for dedication all required street rights-of-way. Said dedication shall continue in force until the City accepts or abandons such offers. All dedications shall be free of all encumbrances and approved by the Public Works Director.</p> <p>34. Any missing right-of-way along streets fronting the proposed project will be required for dedication on the subject Parcel Map. Additional dedication shall be required for the following public streets:</p> <ul style="list-style-type: none"> <li>a) Sixth Street to 90' ultimate right-of-way width.</li> <li>b) Belle Avenue to 80' ultimate right-of-way width.</li> <li>c) Sheridan Street to 60' ultimate right-of-way width.</li> </ul> <p>35. Prior to approval of improvement plans, the improvement plans submitted by the applicant shall include the following:</p> <ul style="list-style-type: none"> <li>a) All local and/or major arterial highways' vertical and horizontal alignments shall be approved by the Director of the Public Works Department.</li> <li>b) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.</li> <li>c) All street intersections shall be at ninety (90) degrees or as approved by the Public Works Director.</li> <li>d) All reverse curves shall have a minimum tangent of fifty (50) feet in length.</li> <li>e) Under grounding of existing and proposed utility lines.</li> <li>f) Street lights.</li> <li>g) All other public improvements shall conform to City of Corona standards.</li> </ul> <p>36. The developer shall be responsible for any missing public improvements along Sixth Street, Sheridan Street, and Belle Avenue. Street improvements along project frontages will be required for half width plus 10 additional feet, unless otherwise specified, along with any necessary transitions. This includes, but is not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Sheridan Street shall be widened to 60' ultimate width with full improvements, per Corona General Plan and Downtown Specific plan. Widening improvements shall include a proposed bus stop per City standards, and a transition of full widening improvements beyond 7th Street, or as approved by the City Engineer.</li> <li>b) Belle Avenue shall be fully improved to 80' ultimate right-of-way width. Proposed on-street parking design shall be approved and coordinated with City of Corona Traffic Engineering.</li> <li>c) Sixth Street shall be widened to 90' ultimate right-of-way width (50-ft from centerline to south right-of-way). This will include a 10' dedication of public right-of-way in certain locations along the project frontage. The developer shall be responsible for any missing public improvements along the project frontage, and rebuilding existing access drives to current standards. A portion of Sixth Street will be widened and fully constructed -the remainder will require full grind and overlay along the project frontage to 1/2 plus 10' street width.</li> </ul>



# Project Conditions

## City of Corona

PUBLIC WORKS	Emily Stadnik
<p>37. Prior to approval of improvement plans, the improvement plans shall show all the streets to be improved to half width plus ten (10) additional feet unless otherwise approved by the Public Works Director. At the discretion of the applicant, the existing pavement maybe cored to confirm adequate section and R values during the design process and any findings shall be incorporated into the project design. Therefore improvements may include full pavement reconstruction, grind and overlay, or slurry seal. All striping shall be replaced in kind.</p> <p>38. Prior to release of public improvement security, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Public Works Department.</p> <p>39. Prior to acceptance of improvements, the Public Works Director may determine that aggregate slurry, as defined in the Standard Specifications for Public Works Construction, may be required one year after acceptance of street(s) by the City if the condition of the street(s) warrant its application. All striping shall be replaced in kind. The applicant is the sole responsible party for the maintenance of all the improvements until said acceptance takes place.</p> <p>40. Prior to map recordation the applicant shall annex this project into a City of Corona Community Facilities District (CFD) 2016-3 (Maintenance Services). All assessable parcels therein shall be subject to annual CFD charges (special taxes or assessments). The developer shall be responsible for all costs incurred during annexation into the CFDs.</p> <p>41. Prior to issuance of a building permit and/or issuance of a Certificate of Occupancy, the applicant shall pay all development fees, including but not limited to Development Impact Fees (DIF) per City Municipal Code 16.23 and Transportation Uniform Mitigation Fees (TUMF) per City Municipal Code 16.21. Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City Council fee resolutions and ordinances.</p> <p>42. Prior to final map recordation the applicant shall prepare a disclosure statement indicating that the property is within an Assessment District, Community Facilities District and/or Landscape Maintenance District and will be subject to an annual levy. The disclosure statement is subject to the review and approval of the Public Works Department and shall be recorded concurrently with the final map.</p> <p>43. Prior to issuance of a Certificate of Occupancy, all proposed parkway, slope maintenance, and/or median landscaping specified in the tentative map or in these Conditions of Approval shall be constructed.</p> <p>44. Prior to the issuance of a Certificate of Occupancy, any damage to existing landscape easement areas due to project construction shall be repaired or replaced by the developer, or developer's successors in interest, at no cost to the City of Corona.</p> <p>45. All the potable water, reclaimed water, and sewer design criteria shall be per City of Corona Department of Water and Power standards and Riverside County Department of Health Services Standards unless otherwise approved by the Public Works and Department of Water and Power Directors.</p> <p>46. Prior to recordation or approval of improvement plans, the applicant shall obtain all necessary easements for any required offsite water and sewer facilities.</p> <p>47. Prior to issuance of any building permits, including model home permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Chief.</p> <p>48. Prior to improvement plans approval, the applicant shall ensure that all water meters, fire hydrants or other water appurtenances shall not be located within a drive aisle or path of travel.</p> <p>49. Prior to issuance of any building permits, the developer shall pay all water and sewer fees, including but not limited to connection fees, wastewater treatment fees, sewer capacity fees and all other appropriate water and sewer fees.</p> <p>50. Prior to recordation or approval of improvement plans, when applicable, the applicant shall submit detailed potable water, reclaimed water and sewer studies, prepared by a registered civil engineer, which shall be submitted to the Public Works Department Land Development Section for review and approval. The study shall analyze the existing and proposed sewer and water facilities. Results of the system analysis may require special construction for the potable water, reclaimed water and sewer systems, such as upsizing downstream sewer lines, installing pressure regulators, booster pumps, special material for pipeline construction, backwater valves and construction of other appurtenances as necessary to serve the proposed development. Effects of the proposed development, engineering analysis and special construction requirements shall be submitted for review and approval by the Public Works Department and the Department of Water and Power.</p>	



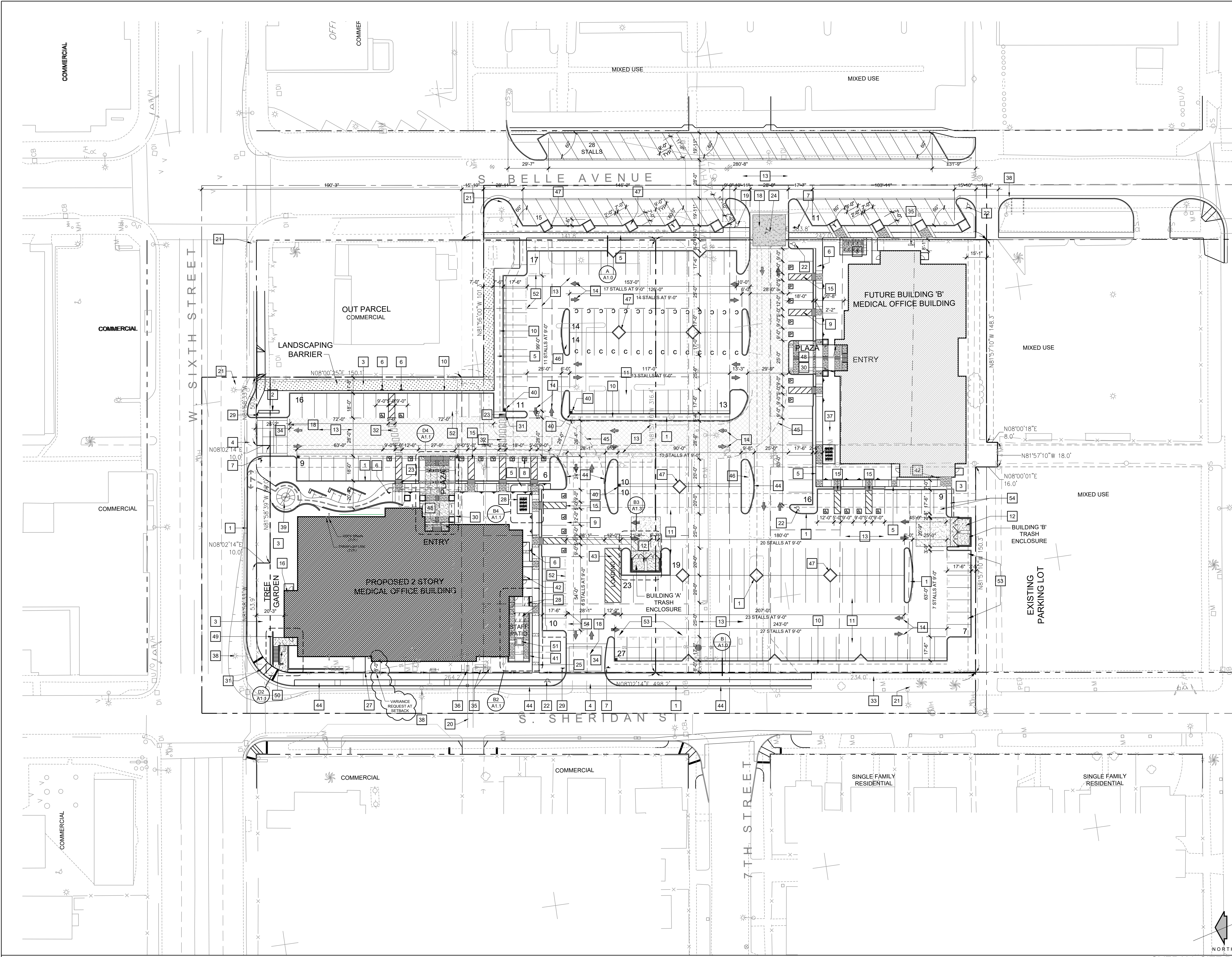


# Project Conditions

## City of Corona

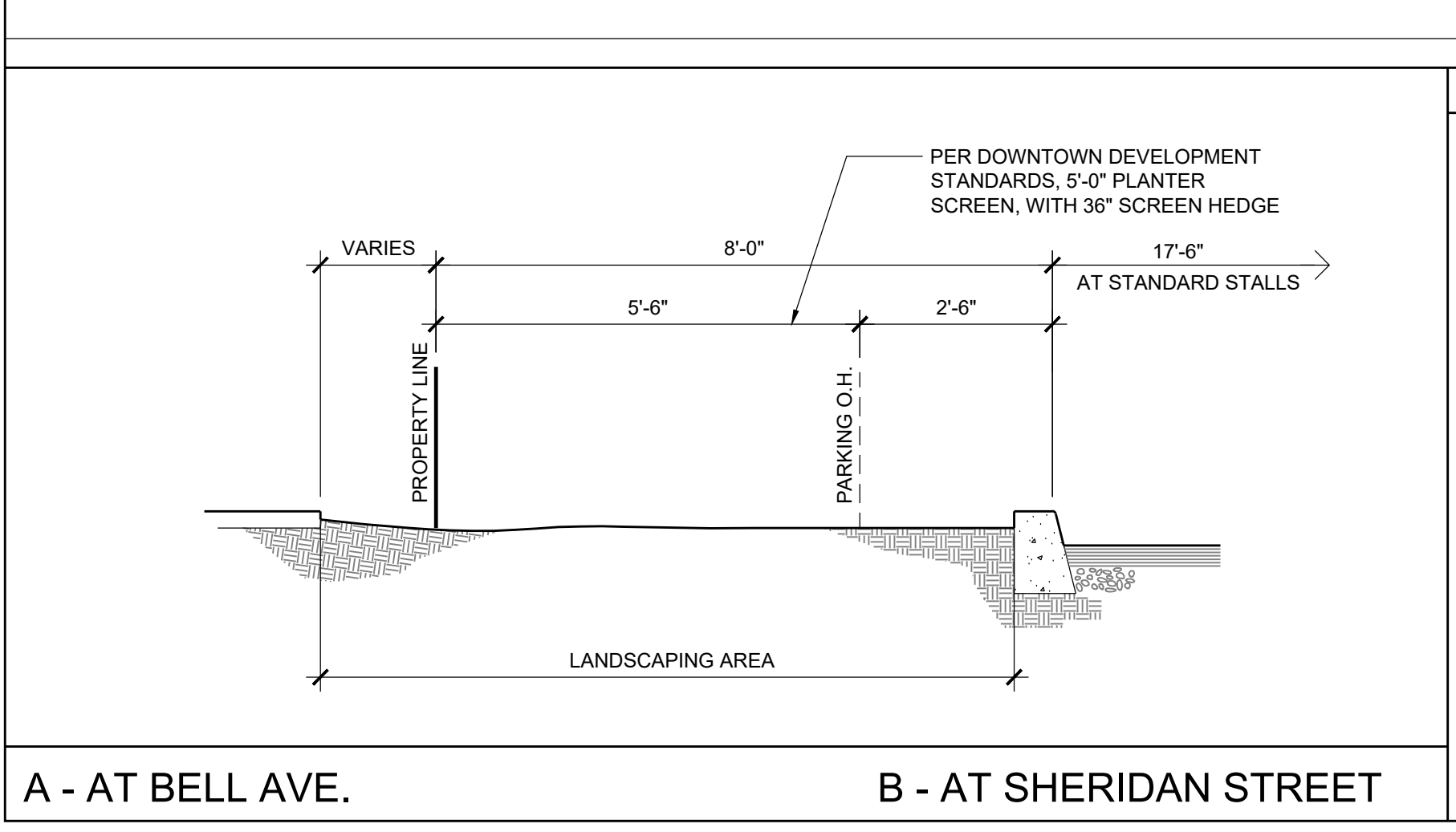
PUBLIC WORKS	Emily Stadnik
	<p>51. Prior to building permit issuance, the applicant shall construct or guarantee the construction of all required public improvements including but not limited to, the potable water line, sewer line, reclaimed water line, potable water services, sewer laterals, reclaimed water services, double detector check assemblies and reduced pressure principle assemblies within the public right of way and-or easements.</p> <p>52. The applicant shall dedicate easements for all public water, reclaimed water, sewer and electric facilities needed to serve the project in accordance the Department of Water and Power standards. The minimum easement width shall be 20 feet for one utility and 30 feet for more than one public utility facility. All public water and sewer facilities shall be provided a minimum 20 foot wide paved access road unless otherwise approved by the General Manager. Structures and trees shall not be constructed or installed within a public utility easement.</p> <p>53. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of a private fire system with double detector check assemblies at all public fire services to the satisfaction of the Department of Water and Power and Fire Chief.</p> <p>54. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.</p> <p>55. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.</p> <p>56. Static pressures exceeding 80 psi require an individual pressure regulator.</p> <p>57. The applicant shall provide a separate irrigation water service for all HOA- CFD landscaped lots or easements.</p> <p>58. The landscape plans of all parkway and Landscape Maintenance District (LMD) and Community Facilities District (CFD) lots shall be prepared by a licensed Landscape Architect and shall be submitted to the City for review and approval.</p> <p>59. The developer shall install automatic irrigation to all street trees separated from adjacent residences by a fence or wall prior to the issuance of a Certificate of Occupancy.</p> <p>60. There are several existing alleys within the project boundary that are required to be vacated per this application. All alleys to be vacated per this application, shall be done so concurrently with the redecoration of the Parcel Map. A lot line adjustment will be required at the time of map recordation for the portion of existing east/west alley adjacent to the NAP parcel on PM37565.</p> <p>61. Public improvements necessary to support any existing or proposed bus routes along Sherdian Street and Belle Avenue, shall be completed prior to vacation of 7th Street. Coordination for any re-routing of existing buses shall be through the City of Corona Traffic/Transportation Division.</p> <p>62. The developer shall submit for review and approval CC&amp;Rs for onsite BMP facility maintenance, and maintenance of onsite shared facilities. CC&amp;Rs shall be recorded concurrently with the final map. Reciprocal access shall be granted for shared facilities on the map, or a reciprocal access agreement shall be recorded concurrently with the CC&amp;Rs and final map.</p>





- ### SITE PLAN KEYED NOTES
1. NEW 6" HIGH CONCRETE CURB, TYP. - SEE DTL. C3/A1.2
  2. MONUMENT SIGN (UNDER SEPARATE PERMIT)
  3. NEW LANDSCAPE AREA
  4. NEW DRIVEWAY APPROACH - 30'-0" MIN. (PER PUBLIC WORKS STANDARDS)
  5. NEW 4'-0" MIN. ACCESSIBLE PATH OF TRAVEL AT SIDEWALKS (5% MAX. SLOPE, 2% MAX. CROSS SLOPE) PER PUBLIC WORKS STD.
  6. NEW ACCESSIBLE STALL POLE SIGN - SEE DTL. A3/A1.2
  7. NEW DISABLED PARKING LOT SIGNAGE AT PARKING ENTRY - SEE DTL. A3/A1.2
  8. NEW APPROVED 3'x3' HANDICAP PARKING SYMBOL - SEE DTL. A4/A1.2
  9. NEW VAN ACCESSIBLE PARKING STALL LOADING AREA
  10. NEW LINE OF VEHICLE OVERHANG, TYPICAL
  11. NEW STANDARD PARKING STALL PER CITY STANDARDS AND PARKING MANUAL (TYP.)
  12. NEW TRASH ENCLOSURE - PER CITY STANDARDS - SEE DTL. B3/A1.2
  13. NEW PAVING - PER PUBLIC WORKS STANDARDS
  14. NEW PAINTED DIRECTIONAL ARROWS AT THE BEGINNING AND END OF AISLES - SEE DTL. B1/A1.2
  15. NEW 5'-0" STRIPED OFF-LOAD AREA FOR ACCESSIBLE PARKING (TYP.) - SEE DTL. A3/A1.2
  16. LOCATION OF FIRE SPRINKLER RISER AND ROOM
  17. INDICATES ARCHITECTURAL LIGHTING FIXTURES - SEE ELECTRICAL
  18. DECORATIVE CONCRETE PATTERN AT DRIVE APPROACH
  19. EXISTING FIRE HYDRANT
  20. EXISTING 8" WATER SERVICE
  21. EXISTING STREET LIGHT
  22. NEW FIRE HYDRANT PER CITY STANDARDS
  23. INDICATES DETECTABLE WARNING SURFACE
  24. EXISTING HYDRANT RELOCATED - SEE CIVIL
  25. NEW DISABLED PATH OF TRAVEL, SIDEWALK TO PUBLIC WAY - 4'-0" MIN. WIDTH, 5% MAX. SLOPE AND 2% MAX. CROSS SLOPE - SEE CIVIL
  26. PROPOSED 4'x4' TREE WELLS, STREET TREE WELLS SHALL BE CONSTRUCTED AS PER PUBLIC WORKS STANDARDS
  27. EXISTING 8" SEWER SERVICE
  28. NEW BICYCLE PARKING - 4 SHORT TERM RACKS PROVIDED (2 BIKES PER RACK TO ACCOMMODATE 8 BIKES) AND LONG TERM LOCKERS 4 SPACES PROVIDED (2 BIKES PER LOCKER - 8 BIKES)
  29. INSTALL NEW 30" STATE STANDARD "STOP" SIGN(S) AT LOCATIONS SHOWN ON A 2" GALVANIZED POST WITH THE BOTTOM OF THE LOWEST SIGN 7" ABOVE GROUND, LOCATED BEHIND MAJOR STREET SIDEWALK, WHERE "RIGHT TURN ONLY" SIGN ALSO REQUIRED AT SAME LOCATION, INSTALL 30"x30" STATE STANDARD SIGN IMMEDIATELY BELOW THE STOP SIGN ON SAME POST
  30. INDICATES SIGNAGE ON POLE PER DTL. A3/A1.1. SIGNAGE TO STATE, "NO SMOKING WITHIN 25'-0" OF BUILDING ENTRIES, OUTDOOR INTAKES OR OPERABLE WINDOWS, CAL-GREEN 5.504.7"
  31. PROPOSED CURB RAMP - PER CITY STANDARDS
  32. LINE INDICATES NEW DECORATIVE STRIPING AT CROSSWALK (PAINTED)
  33. EXISTING SIDE WALK TO REMAIN
  34. ENTRY DRIVE - PER CITY STANDARDS
  35. PROPOSED FDC AND PIW CONNECTIONS
  36. PROPOSED WATER SERVICE AND METER
  37. BIKE RACK AND LOCKERS AT BUILDING 'B' UNDER SEPARATE PERMIT SUBMISSION
  38. RELOCATED STREET LIGHT - SEE CIVIL
  39. HEALING GARDEN LANDSCAPING FEATURE
  40. STORM DRAIN INLET
  41. SCREEN WALL AT PATIO
  42. PROPOSED GAS METER LOCATION
  43. STRIPPING INDICATES LOADING ZONE (1)
  44. DASHED LINE INDICATES NEW RED PAINTED FIRE LANE CURB, REQUIRED FIRE LANES SHALL BE DESIGNATED BY PAINTING THE CURB RED (TOP AND SIDES) AND STENCILING "FIRE LANE NO PARKING" IN 3 INCH WHITE LETTERS ON THE MOST VERTICAL CURB, AT LEAST EVERY 50 FEET
  45. INDICATES 50'-0" OUTSIDE TURNING RADIUS AND 25'-0" INSIDE RADIUS FOR FIRE VEHICLES 30'-0" MIN. FIRE LANE
  46. TREE PLANTING ISLAND
  47. TREE WELLS WITH TREE GRATES (5'-0" SQ.)
  48. KNOX BOX LOCATION
  49. SITE RETAINING WALLS
  50. WHEEL CHAIR LIFT
  51. TREE WELLS AT PATIO, (TYP OF 2)
  52. INDICATES CLEAN AIR VEHICLE STALLS, PROVIDE 16 STALLS FOR BUILDING 'A' PER CAL-GREEN 5.106.5.2
  53. FUTURE E.V. CHARGING STALLS - PROVIDE EMPTY ELECTRICAL CONDUIT FEED TO ELECTRICAL ROOM
  54. FUTURE ACCESSIBLE E.V. STALLS WITH 5'-0" OFF-LOAD STRIPING

- ### GENERAL SITE NOTES
1. ELECTRICAL TRANSFORMER LOCATIONS ARE PRELIMINARY ONLY. LOCATIONS TO BE VERIFIED WITH UTILITY PLAN.
  2. PARKING LOT LIGHTING TO BE SUBMITTED AS PART OF BUILDING 'B' SUBMISSION
  3. DISABLED PARKING BASED ON NET BUILDING SQUARE FOOTAGE: BUILDING 'A' NET S.F. 27,325 S.F. PER MUNICIPAL CODE 17.76.030 PROVIDE STALLS AT 1200 S.F. PROVIDE 137 STALLS. PER CBC 11B-208.2 PROVIDE 10% OF PARKING SPACES AS ACCESSIBLE. (10% OF 137 STALLS = 14 STALLS REQUIRED - 14 STALLS PROVIDED)



<b>BUILDING A:</b> USE: MEDICAL OFFICE BUILDING (ONCOLOGY) 'B' OCCUPANCY NET S.F. 27,325 S.F. VAULT WALLS: 1,276 S.F. LOAD: 3,900 S.F. GROSS: 32,500 S.F.	
<b>BUILDING B:</b> USE: MEDICAL 'B' OCCUPANCY NET: 23,600 S.F. LOAD: 2,800 S.F. GROSS: 26,400 S.F.	
<b>PARKING REQUIRED</b> BUILDING A 27,325 S.F. / 200 = 137 STALLS BUILDING B 23,600 S.F. / 200 = 118 STALLS TOTAL PARKING 255 STALLS (REQ'D)	
<b>PARKING PROVIDED:</b> TOTAL ON SITE STALLS: 231 STALLS OFF SITE PARKING (BELLE AVE.): 54 STALLS TOTAL PARKING PROVIDED: 285 STALLS LESS COMPACT STALLS (28) STALLS TOTAL CITY RECOGNIZED STALLS 257 STALLS (ACTUAL)	
EXISTING ON SITE SPACES TO BE REMOVED UNDER THIS PROJECT "THESE STALLS ARE EXISTING ON SITE WHICH WILL BE REMOVED DURING SITE DEMOLITION. THEY ARE NOT OFF-SITE STALLS"	

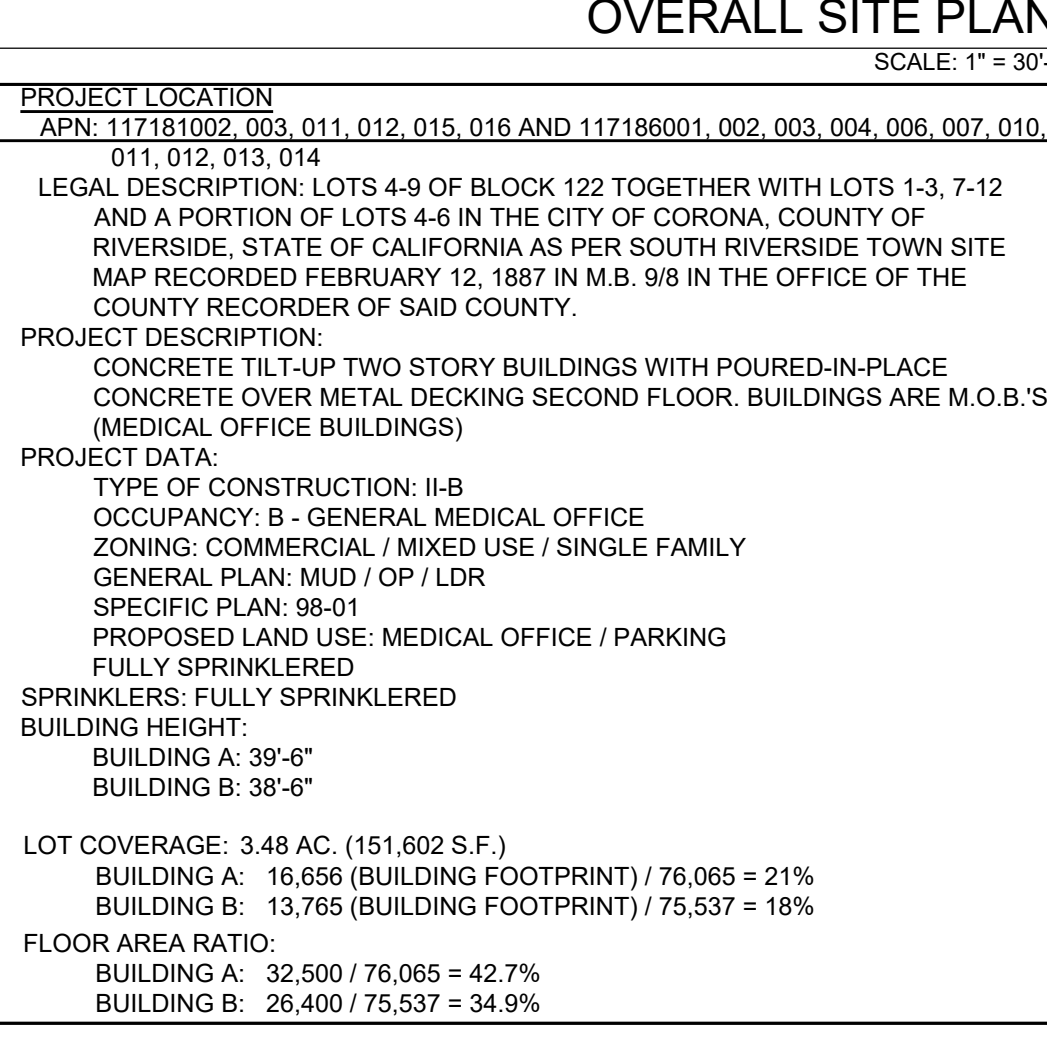
<b>BUILDING A - TWO STORY, SINGLE TENANT</b> GROSS AREA 32,500 S.F. NET 27,325 S.F. PARKING (BASED ON NET) STANDARD STALLS 123 ACCESSIBLE STALLS 12 ACCESSIBLE VAN STALLS 2 TOTAL STALLS REQUIRED AT BUILDING 'A' 137 STALLS	
PARKING RATIO, TENANT REQUIRED 4.22/1000 GROSS 5.01/1000 NET	
<b>BUILDING B - TWO STORY, MULTI-TENANT</b> GROSS 26,400 S.F. NET 23,600 S.F. PARKING (BASED ON NET) STANDARD STALLS 107 STALLS ACCESSIBLE STALLS 9 ACCESSIBLE VAN STALLS 2 TOTAL STALLS REQUIRED AT BUILDING 'B' 118 STALLS	
PARKING RATIO 4.46/1000 GROSS 5.0 / 1000 NET	
ON STREET PARKING SPACES IMMEDIATELY ADJACENT TO NON-RESIDENTIAL DEVELOPMENT SITES IN THE DOWNTOWN DISTRICT MAY BE COUNTED TOWARDS THE REQUIRED NUMBER OF OFF-STREET PARKING SPACES FOR SAID NON-RESIDENTIAL USE PER SECTION 11(E)(V)(C) OF THE DOWNTOWN CORONA REVITALIZATION SPECIFIC PLAN	

**PROJECT LOCATION**  
APN: 117181002, 003, 011, 012, 015, 016 AND 117186001, 002, 003, 004, 006, 007, 010, 011, 012, 013, 014  
LEGAL DESCRIPTION: LOTS 4-9 OF BLOCK 122 TOGETHER WITH LOTS 1-3, 7-12 AND A PORTION OF LOTS 4-6 IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS PER SOUTH RIVERSIDE TOWN SITE MAP RECORDED FEBRUARY 12, 1987 IN M.B. 98 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**PROJECT DESCRIPTION:**  
CONCRETE TILT-UP TWO STORY BUILDINGS WITH POURED-IN-PLACE CONCRETE OVER METAL DECKING SECOND FLOOR. BUILDINGS ARE M.O.B.'S (MEDICAL OFFICE BUILDINGS)

**PROJECT DATA:**  
TYPE OF CONSTRUCTION: II-B  
OCCUPANCY: B - GENERAL MEDICAL OFFICE  
ZONING: COMMERCIAL / MIXED USE / SINGLE FAMILY  
GENERAL PLAN: MUD / OP / LDR  
SPECIFIC PLAN: 98-01  
PROPOSED LAND USE: MEDICAL OFFICE / PARKING  
FULLY SPRINKLERED  
SPRINKLERS: FULLY SPRINKLERED  
BUILDING HEIGHT:  
BUILDING A: 39'-6"  
BUILDING B: 38'-6"

**LOT COVERAGE:** 3.48 AC. (151,602 S.F.)  
BUILDING A: 16,656 (BUILDING FOOTPRINT) / 76,065 = 21%  
BUILDING B: 13,765 (BUILDING FOOTPRINT) / 75,537 = 18%  
**FLOOR AREA RATIO:**  
BUILDING A: 32,500 / 76,065 = 42.7%  
BUILDING B: 26,400 / 75,537 = 34.9%



### OVERALL SITE PLAN

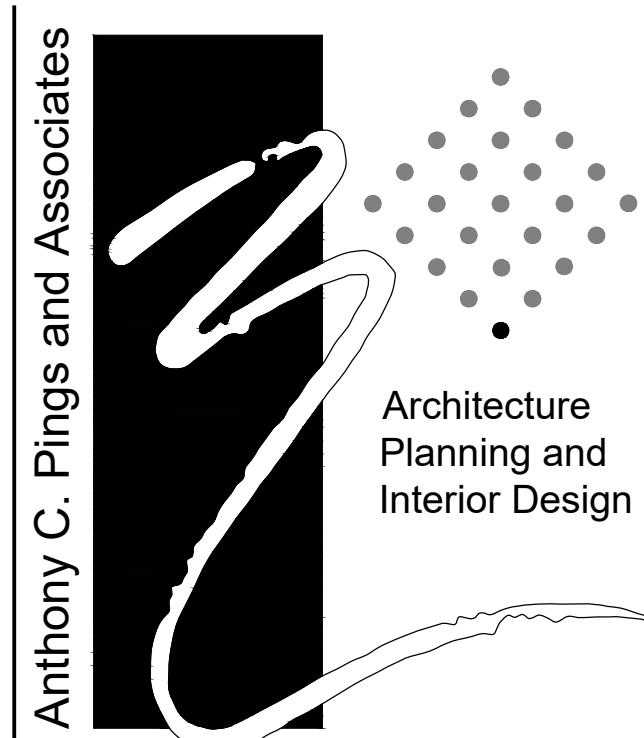
SCALE: 1" = 30'-0"

### VICINITY MAP

PROJECT LOCATION

Issue Date:	Issue Description:
3-8-17	PRELIMINARY
12-13-18	DEVELOPMENT REVIEW
12-27-18	PLAN CHECK

Revisions	Revision Date:
No.	



6121 North Thesla #301, Fresno CA 93710  
(P) 559-439-0700, (F) 559-439-0708  
www.pings.com

THE FIRM OF ANTHONY C. PINGS AND ASSOCIATES, EXPRESSLY REPRESENTS ITS CLIENTS AND EMPLOYEES AND OTHERS WITH CARE, SKILL AND DILIGENCE. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WITHOUT THE WRITTEN PERMISSION AND CONSENT OF PINGS AND ASSOCIATES. IN THE EVENT OF UNAUTHORIZED REUSE OF THESE PLANS BY A THIRD PARTY WITHOUT THE WRITTEN PERMISSION AND CONSENT OF PINGS AND ASSOCIATES, THE USER SHALL BEAR THE COST OF PINGS AND ASSOCIATES' LEGAL FEES ASSOCIATED WITH DETERRING AND ENFORCING THESE RIGHTS.



Project Architect Approval:  
Consultant:

Project Name:  
Shell Building for:  
Corona Medical Center  
Medical Office Building

Sixth Street and Belle Avenue  
Corona, Ca

Sheet Title:  
Overall Site Plan

Project Number  
421.0  
Project Contact:  
ANTHONY PINGS

Scale:  
AS NOTED







# N CHECK

# EXHIBIT C



## CITY OF CORONA, CA



-  EXISTING CORONA CRUISER  
RED LINE ROUTE  
 PROPOSED CORONA CRUISER  
RED LINE ROUTE  
 PROPOSED CORONA CRUISER  
RED LINE BUS STOP  
 EXISTING CORONA CRUISER  
BLUE LINE ROUTE  
 PROPOSED CORONA CRUISER  
BLUE LINE ROUTE  
 EXISTING RTA ROUTE 1  
(THIS ROUTE WILL BE  
UNAFFFECTED)

THIS PORTION OF THE EXISTING  
CORONA CRUISER RED AND  
BLUE LINE ROUTES ALONG  
BELLE AVENUE & 7th STREET  
TO BE REROUTED ALONG 6th  
STREET & SHERIDAN STREET



16795 Von Karman, Suite 100, Irvine, California 92606  
tel 949.474.1960 • fax 949.474.5315 • [www.fuscoe.com](http://www.fuscoe.com)



## EXHIBIT D





Irvine  
San Diego  
Ontario  
Los Angeles  
El Centro  
San Ramon

May 21, 2019

City of Corona, Planning Dept  
Attn: Sandra Yang, Associate Planner  
400 S. Vicentia Avenue  
Corona, CA 92882  
Tel: (951) 279-3553

#### Letter of Essential Subdivision Information

##### Subdivision Development Plan

The project proposes to consolidate Lots 4 through 9 of Block 122 together with Lots 1 through 3 and Lots 7 through 12 and a portion of Lots 4 through 6 of Block 129 in the City of Corona, County of Riverside, State of California as per South Riverside Town Site Map recorded Februraty, 12, 1887 in Map Book 9, Page 8 in the office of the County Recorder of said County, and the alleys that will be vacated by separate instruments, into two parcels for commercial development. The Tentative Parcel Map number assigned is Parcel Map No. 37656.

##### Source Quality and estimate of available quantity of domestic water.

The water for this development will be from the City of Corona municipal domestic water system. A hydraulic flow model done by the City of Corona (Project Number DWPF2019-0036) indicates that sufficient pressure and volume are available to support the project. (See attached report).

##### Type of Street Improvements and Utilities

The proposed street improvements will consist of reconfiguring the parking on Belle Ave to diagonal parking spaces, widening Sheridan Avenue on the west, tapering 7th Street west of Sheridan and grinding and overlaying all of Sheridan Street to the south limit of the project and 6th street along the project frontage, extending 10-feet northerly of the centerline of the street.

Utility work consists of installing new electrical underground to supply electrical energy to the project, construction of sewer laterals to Sheridan to connect the proposed buildings to the municipal sewer system and installation of water services for domestic water and fire suppression purposes. The existing meters on the west side of Sheridan Street, in the area where the street will be widened, will be relocated westerly to the new curb line and new services installed. This will require coordination with the existing residents along the west side of Sheridan Street.

##### Proposed method of sewage disposal

*full circle thinking*

The project will connect to the municipal sewer system in Sheridan Street.

Proposed Storm Drains

There are no municipal storm drains in the vicinity of this project. Drainage will be by surface flow to the existing streets.

Protective Covenants to be Recorded.

The ownership will draft an ownership agreement to establish the responsibilities and rights between the two parcels, should they be under different ownership. The project also is required to participate in the community facilities maintenance district and community services district for this area of Corona. A maintenance and operations agreement will be put in place to ensure compliance with the requirements of the project WQMP.

Sincerely

Mark Nero, P.E.  
Fuscoe Engineering, Inc.  
Acting as agent for Boureston Development



# FIRE FLOW REPORT HYDRAULIC MODEL CITY OF CORONA

**Project Number**  
**DWPF2019-0036**

**Date Issued**  
**5/17/2019**

## APPLICANT INFORMATION

Name: **FUSCOE ENGINEERING**

Phone: **(949)474-1960**

Address: **16795 VON KARMAN AVE IRVINE CA 92606**

Email: **MNERO@FUSCOE.COM**

## GENERAL INFORMATION

Site Address: **304 W SIXTH ST**

Site Location: **Within City Limits**

Type: **Commercial**

Notes: **Other**

## TEST INFORMATION

Test Date: **5/17/2019**

Flow Hydrant No: **H2949**

Main Size (in): **10**

20 psi Residual Flow (gpm): **12519**

Simulated Flow (gpm): **3000**

Static Pressure (psi): **102**

Residual Pressure for

Simulated Flow (psi): **94**

## ADDITIONAL INFORMATION FOR RIVERSIDE COUNTY UNINCORPORATED AREA

Hydrant Type:

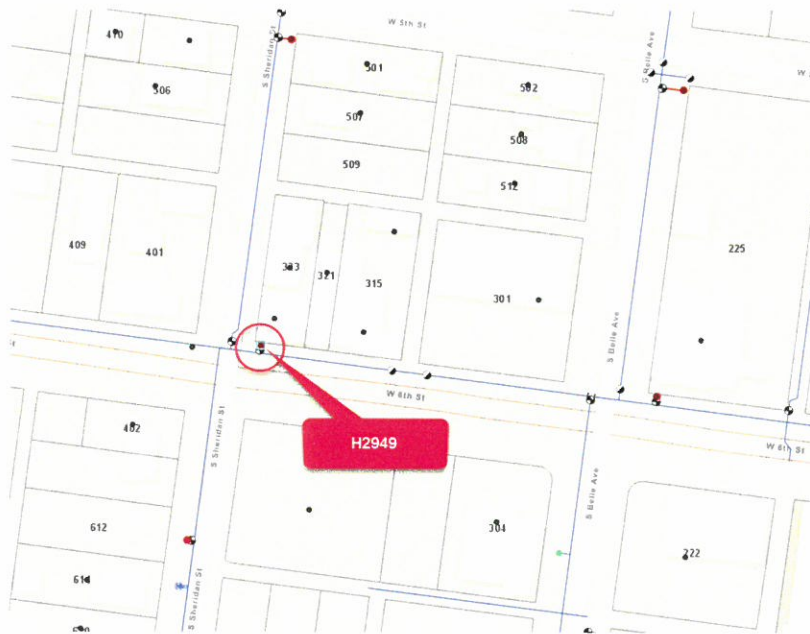
Hydrant Make & Model:

Distance to Hydrant (ft):

Nozzel Count:

Nozzel Size (in):

Can the water system provide at least 1,000 gpm at a 20 psi residual pressure?



Fee:Account: 570 50000 31903

Approved by: **Mohammed Ibrahim**

For inquiries concerning this report, please call **(951) 279 - 3592**



## ***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>a. 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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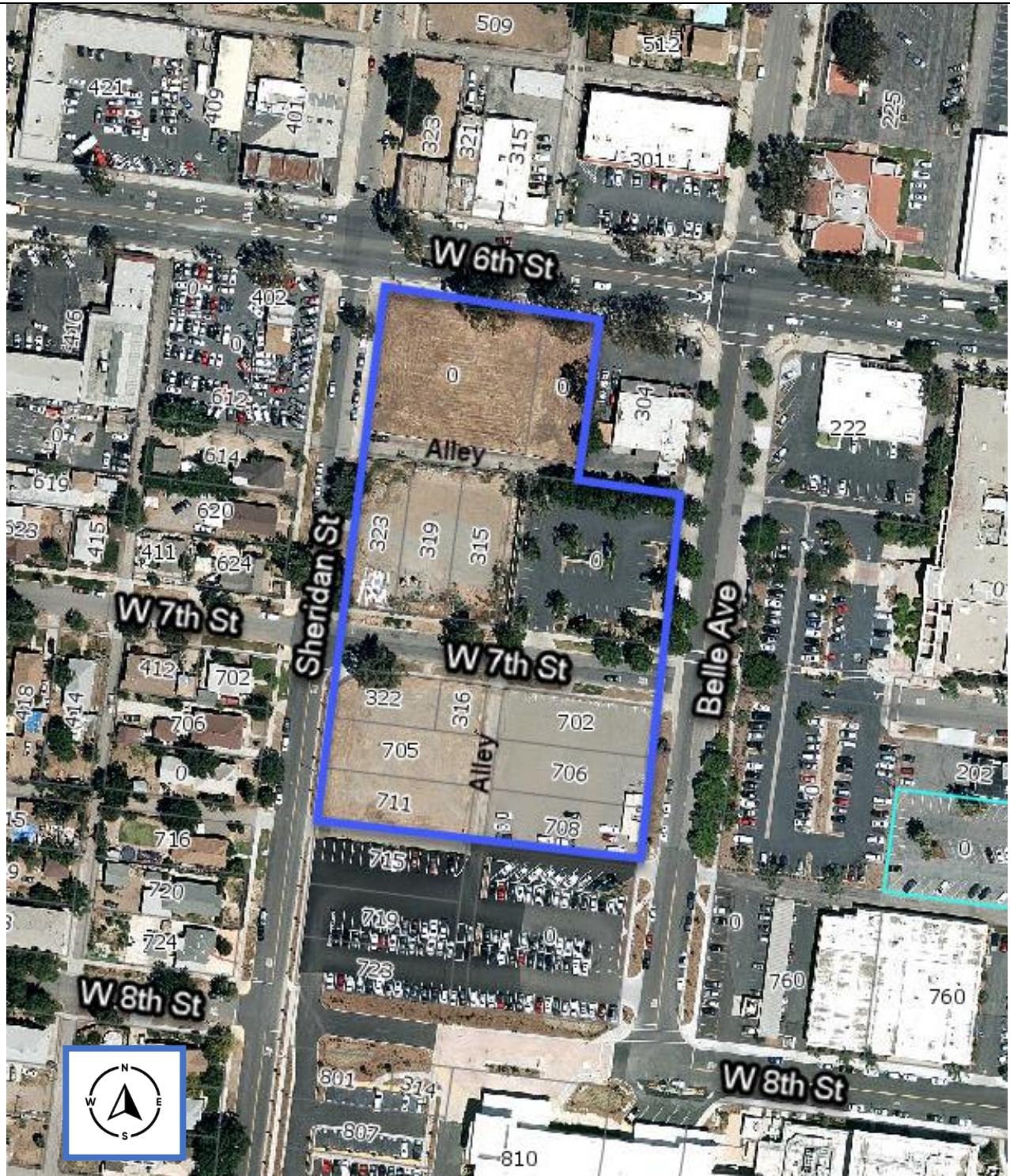


Figure 1 – Aerial Map

**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

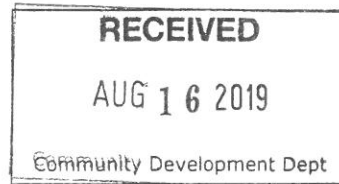
**Zoning Legend:**

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





Planning Commission  
Community Development Department  
400 South Vicentia Ave.  
Corona, CA 92882  
08/15/2019



Dear Planning Commission:

My name is John Vazirian and I own the property to the west side of the proposed medical building. Specifically, my properties are 402 West Sixth Street and 614, 620, and 624 Sheridan Street. The entire property is TC Commercial Zone.

I am very delighted to see the medical building being developed and I believe this development will add great value to the City of Corona.

However, I am deeply concerned with the proposed location and size of the medical office building (See Site Plan A). The medical office has been designed without consideration of its negative impact on our properties. Specifically, the building dimensions being 40 feet high and 165 feet lengthwise, in conjunction with its location on the property, will only isolate our property by obstructing it from view on Sixth Street. Our property has already been obstructed from view from the west side by the adjacent car wash.

In order to open space at the corner of Sheridan and Sixth Street, I am providing you with three other alternative site plans: B, C, and D.

These site plans may not meet all the requirements, but I believe this issue can be properly addressed if there is a design by an unbiased architect.

Should the design and layout plan remain as is, the proposed medical office will undoubtedly diminish the value of our property by blocking, isolating and discouraging the placement of any future commercial buildings on my properties. This would result in a total loss to the property financially.

I am hopeful that the planning commission will select a layout that would be more beneficial to all surrounding properties.

Thank you for your time and consideration,

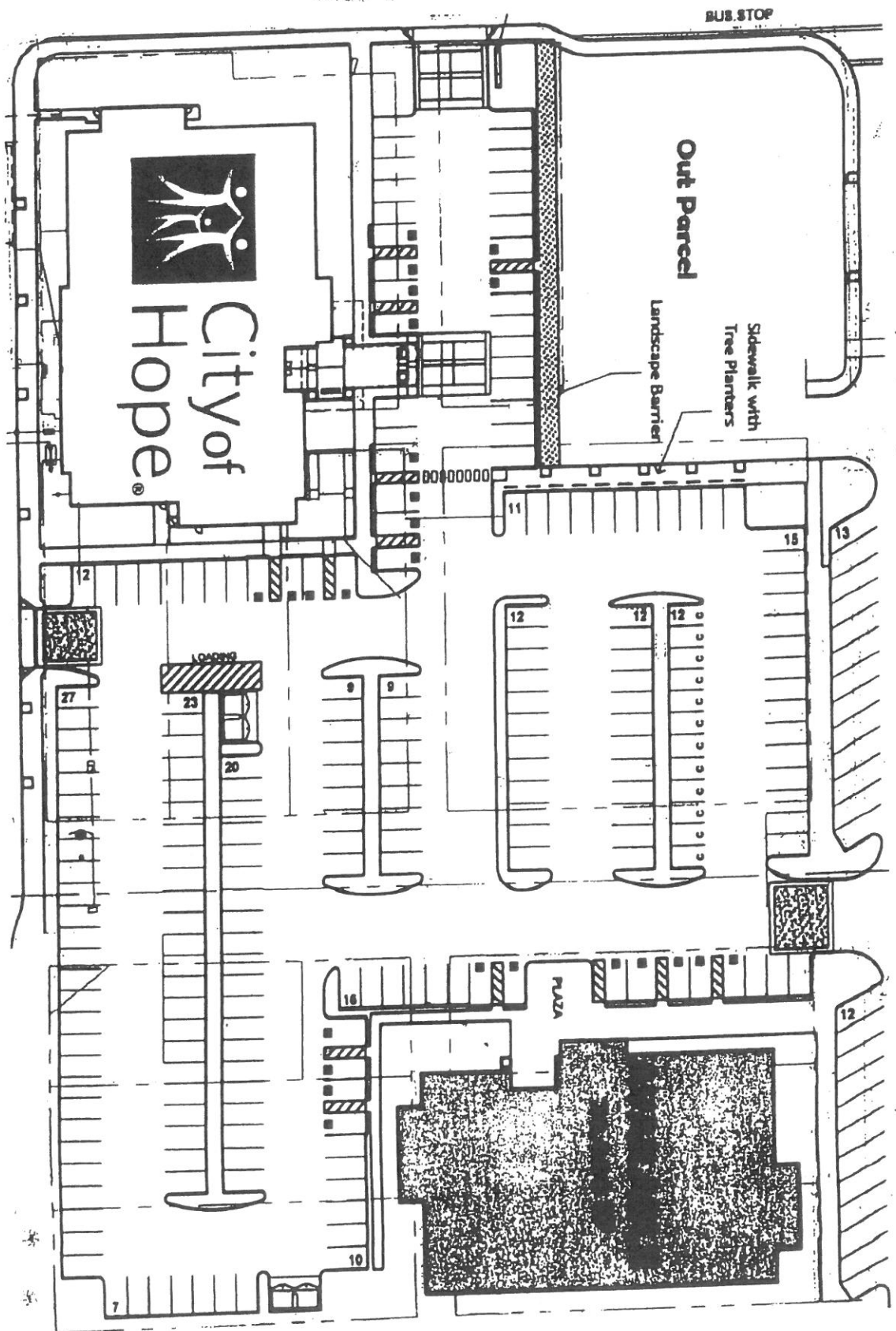
  
John Vazirian

Enclosures: (5)

**EXHIBIT G**



City of Hope



SITE PLAN A



# TC COMMERCIAL

# SLIP

City of  
Hope®

## Out Parcel

**Sidewalk with  
Tree Planters**

**BUS STOP**

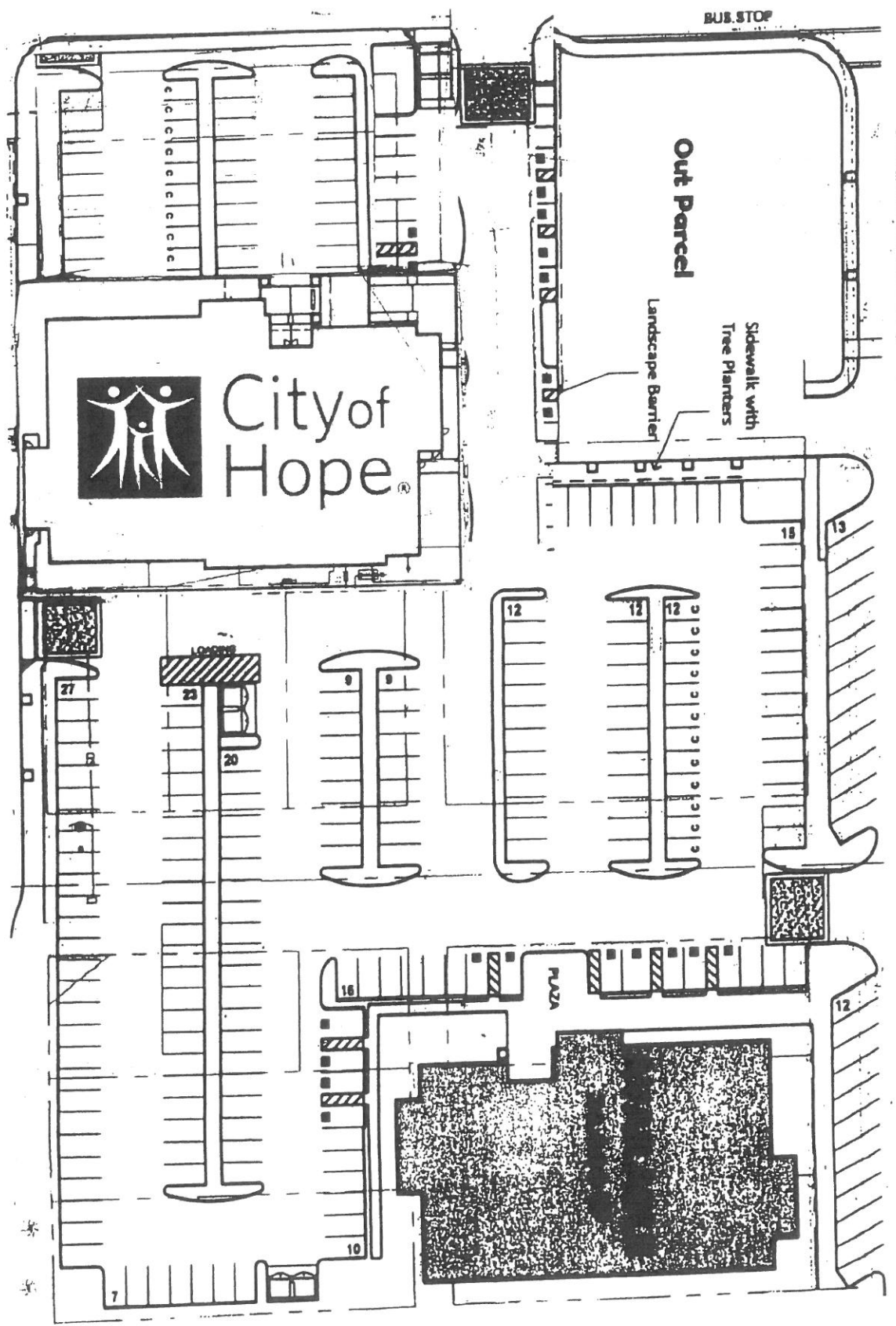
# AVANTAGE

**SITE PLAN B**

OUR PROPERTY LINE

TC COMMERCIAL

7<sup>th</sup> St



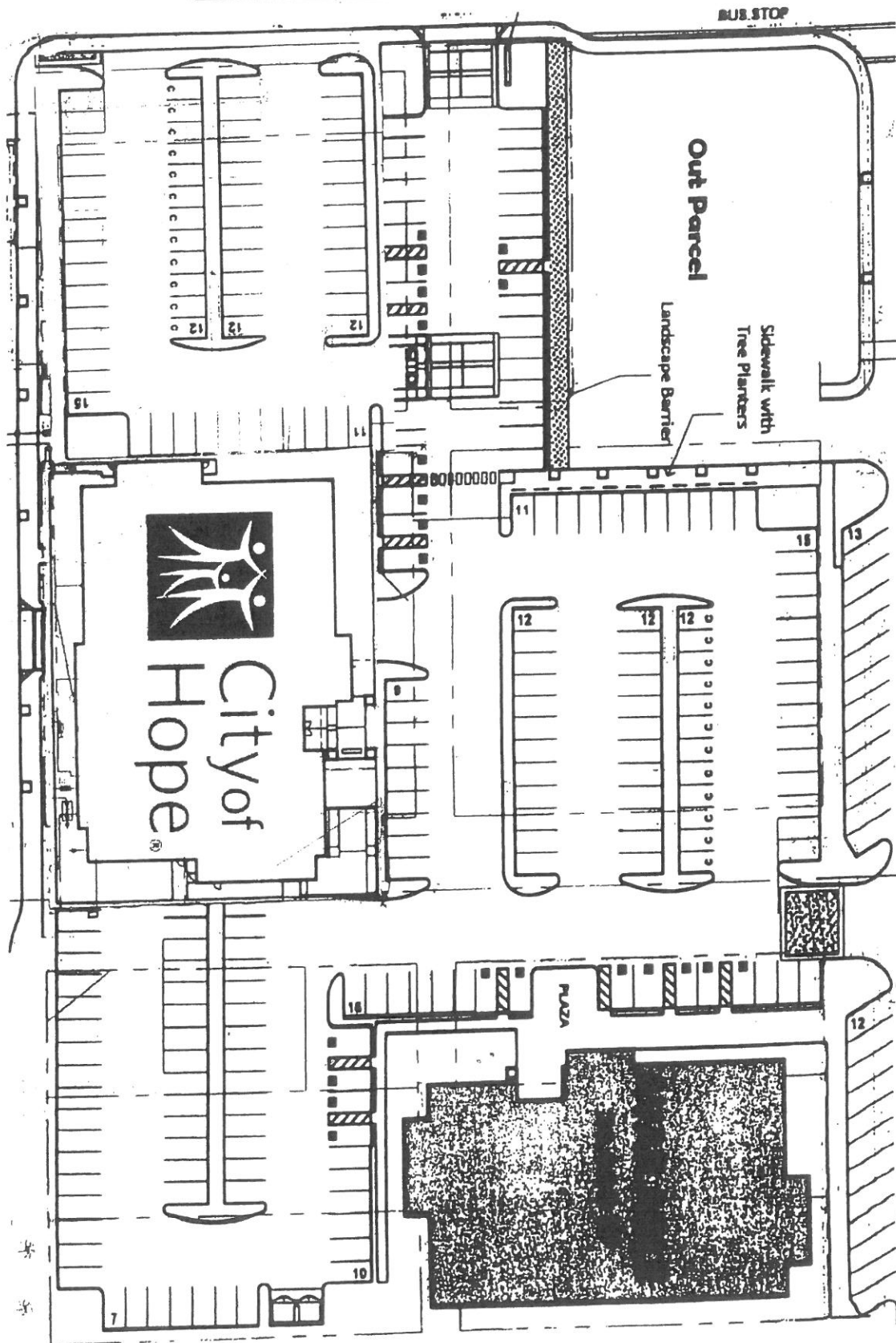
SITE PLAN C

OUR PROPERTY LINE

TC COMMERCIAL

1st St

1st St



SITE PLAN D

# City of Corona

400 S. Vicentia Ave.  
Corona, CA 92882



## Minutes - Draft

Monday, August 26, 2019

6:00 PM

Council Chambers

## Planning and Housing Commission

*Karen Alexander, Chair*  
*Timothy Jones, Vice Chair*  
*David Hooks, Commissioner*  
*Craig Siqueland, Commissioner*  
*Viren Shah, Commissioner*



## ROLLCALL

**Present** 5 - Commissioner Viren Shah, Vice Chair Tim Jones, Chair Karen Alexander, Commissioner Craig Siqueland, and Commissioner David Hooks

**1. CALL TO ORDER**

Chair Alexander called the meeting to order.

**2. PLEDGE OF ALLEGIANCE**

Commissioner Hooks led the Pledge of Allegiance.

**3. ORAL COMMUNICATIONS FROM THE PUBLIC**

None.

**4. CONSENT ITEMS**

None.

**5. PUBLIC HEARINGS**

[19-0752](#) CUP2018-0014 (CONTINUED): Conditional Use Permit application to establish and operate a 4,375 square foot public charter school within an existing commercial building located at 700 North Main Street in the CR (Commercial Retail) District of the North Main Street Specific Plan (SP99-01) (Applicant: Bill Calleja of Pivot Charter School, 700 North Main Street, Corona, CA 92880).

**Attachments:** [Staff Report](#)

**A motion was made by Commissioner Shah, seconded by Commissioner Siqueland, that the Planning and Housing Commission CONTINUE item CUP2018-0014 to the Planning and Housing Commission meeting of September 9, 2019. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Shah, Vice Chair Jones, Chair Alexander, Commissioner Siqueland, and Commissioner Hooks

[19-0754](#) HRLM2019-0002: Application to nominate a Victorian Hipped Roof Cottage residence built in 1900 located at 506 E. Seventh Street in the Single Family District of the Downtown Corona Revitalization Specific Plan (SP98-01) as a landmark on the Corona Register of Historic Resource. (Applicant: Robert and Angela Montanez).

**Attachments:** [Staff Report](#)[Locational and Zoning Map](#)[Exhibit A - Statement of architectural and historical significance](#)[Exhibits B1-B14 - Photographs of Property](#)[Exhibit C - CHPS letter dated August 4, 2019](#)[Exhibit D - Environmental Documentation](#)[Exhibit E - Aerial map of property](#)[HRLM2019-0002 PP Presentation](#)

At the request of Chair Alexander, Lupita Garcia, Assistant Planner, reviewed the staff report for HRLM2019-0002. At the conclusion of her presentation, Ms. Garcia offered to answer any questions of the Commission.

Chair Alexander asked if the applicant would like to speak on the item before the public hearing is opened.

TOM RICHINS, SPOKE ON BEHALF OF APPLICANT ROBERT MONTANEZ, gave a brief description on the history of the home and provided clarification regarding the add-on to the home and the year the home was built. He also stated that if the home is approved for a Mills Act contract, the applicant would be allowed to take the savings and apply it towards the preservation and maintenance of the home.

ANGELA MONTANEZ, APPLICANT, commented that trees in the front yard will be pruned.

Chair Alexander opened the public hearing.

RICHARD WINN, REPRESENTING CORONA HISTORIC PRESERVATION SOCIETY (CHPS), spoke about CHPS's concerns for this home being listed as a local landmark. He indicated the current condition of the home and property does not compare to other historic homes that have been given local landmark status and that the owner should do more work on the property to better the appearance before it is listed as a local landmark. He also showed an example of another home in the city that is same style as the applicant's home, but demonstrates a better appearance from the street.

Chair Alexander closed the public hearing.

Commissioner Hooks expressed his agreement on the recommendation for the trees to be pruned.

Vice Chair Jones asked if the attic ventilation located on the roof can be removed or relocated to keep the historic value of the home.

Angela Montanez responded yes.

Mr. Richins expressed his acknowledgement of the Mills Act and agreed that the attic ventilation should be removed to keep the historic value of the home; and that it can be easily done with the cost savings the owner will have through the Mills Act.

Vice Chair Jones asked that the removal of the attic ventilation be added to the conditions of approval.

Commissioner Siqueland commented he believes the home is a good example of a historic home in Corona. He also recommends that a landscape maintenance agreement be established for this property to include tree trimming.

JOANNE COLETTA, DIRECTOR OF COMMUNITY DEVELOPMENT, stated an improvement plan can be added to the Mills Act contract. Ms. Coletta explained the terms of the Mills Act contract to the Commissioners.

Chair Alexander expressed she likes the historic preservation in the city and thanked the CHPS and the applicant for all their work. She also commented on the letter she received from Mr. Winn. She agrees this home meets the requirements stated in the Corona Municipal Code (CMC) for placement as a historic landmark, which was also stated in the letter received from CHPS.

Commissioner Shah asked if there will be a plaque in front of the home identifying it as a historic landmark.

Mr. Richins responded he only knows of one home that current displays a plaque. He mentioned people can look up historic homes on the website.

Chair Alexander thanked the Riverside Cultural Heritage Commissioner and the Redlands Historic Society and spoke about the CHPS considering a similar tier program to the Riverside and Redlands Historic Society. She also thanked the previous three presidents of the CHPS and the Richins family.

**A motion was made by Commissioner Siqueland, seconded by Vice Chair Jones, that the Planning and Housing Commission recommend APPROVAL of HRLM2019-0002 to the City Council, based on the satisfaction of the listed criteria**

contained in the staff report and the added conditions of approval that a maintenance plan for the front yard landscaping shall be included in the initial 10-year workplan for the Mills Act contract, the trees in the front yard shall be pruned prior to approval of the Mills Act contract and the roof turbine shall be relocated to make it less visible from the street. The motion carried by the following vote:

**Aye:** 5 - Commissioner Shah, Vice Chair Jones, Chair Alexander, Commissioner Siqueland, and Commissioner Hooks

19-0737

PP2018-0005: A precise plan application to review the site plan and architecture of a 37,000 square foot LA Fitness health club and a 9,300 square foot commercial pad on five acres located north of west Sixth Street and east of Smith Avenue (1415 and 1435 W. Sixth Street) in the C-3 (General Community Commercial) zone. (Applicant: Greg Gill for Fitness International, LLC, 3161 Michelson Drive, Suite 600, Irvine, CA 92612).

**Attachments:** [Staff Report](#)

[Resolution No. 2540](#)

[Locational and Zoning Map](#)

[Exhibit A - Site Plan](#)

[Exhibit B - Conditions of Approval](#)

[Exhibit C- Floor Plan](#)

[Exhibit D - Colored Elevations](#)

[Exhibit E - Wall Elevations](#)

[Exhibit F - Colored Landscape Plan](#)

[Exhibits G1-G3 - Proposed Signage](#)

[Exhibit H - Applicant's letter dated August 23, 2018, addressing criteria for Precise Plans](#)

[Exhibit I - Environmental Documentation](#)

[Exhibit J - Letter dated July 13, 2018 sent to six properties adjacent to project site along Pleasant View Avenue](#)

[Exhibit K - Letter dated August 8, 2018 sent to all properties within 500 feet](#)

[PP2018-0005 Presentation](#)

At the request of Chair Alexander, Lupita Garcia, Assistant Planner, reviewed the staff report for PP2018-005. At the conclusion of her presentation, Ms. Garcia offered to answer any questions of the Commission.

Chair Alexander asked if the applicant would like to speak on the application before the public hearing is opened.

MIKE CALAHAN, REPRESENTING LA FITNESS ON BEHALF OF APPLICANT, GREG GILL, thanked the Commissioners and Ms. Garcia for all their hard word they put into this project. Mr. Calahan expressed all the



conditions of approval are acceptable except for condition #5 under the Building Division. He believes since the pool is located inside a building, in a separate room, a fence should not be required. He asked for that condition to be removed.

Commissioner Siqueland expressed his approval for this project. He asked if there will be an impact to the residents located behind the property with regards to the retaining wall being built.

Mr. Calahan replied there will be no impact to the residents and the wall will be within the LA Fitness parcel.

Commissioner Siqueland asked for additional clarification and wanted to know if the wall will be built behind the existing fence.

Mr. Calahan replied yes, but the residents will have ability remove their existing wood fence along their rear property line and use the new block wall.

Commissioner Siqueland asked if the vacant lot (Pad B) will be irrigated and maintained until it is fully developed.

Mr. Calahan responded yes.

Commissioner Siqueland asked if the operating hours are a part of the application and can they be changed at any given time.

Mr. Calahan responded yes the operating hours can be changed without the city's approval.

Vice Chair Jones asked if the main entrance is the only access entry into the building for members.

Mr. Calahan responded all members will have to come through the main entrance to enter the building because of the check-in procedures for members.

Vice Chair Jones asked if there will be any security measures installed on the building.

Mr. Calahan responded they did not propose security cameras on the outside of the building as it is not required by city ordinance, but have done exterior cameras in other cities.

Vice Chair Jones expressed his security concerns for the patrons who park

towards the rear of the building.

Mr. Calahan responded they will consider installing security cameras to monitor the parking lot.

Vice Chair Jones asked if there are other measures that could be taken to make sure the site is more secure around the perimeter of the building.

Mr. Calahan gave an explanation as to why the site plan was designed as it is and explained all measures were considered in the planning process.

Vice Chair Jones agreed with Mr. Calahan and expressed his concern for the safety of patrons to the rear of the building going to their cars.

Mr. Calahan responded the applicant will consider installing security cameras to monitor the rear parking lot.

Commissioner Hooks expressed his concerns over the safety of the patrons and asked if the lighting at the rear of the building will be attached to the building or free standing.

Mr. Calahan responded the lighting will be free standing and additional lighting will be outside the rear exit doors. He explained the design of the lighting and that it will not have an impact to the residents.

Chair Alexander expressed her concerns regarding trespassing to the rear of the building due to the type of shrubs that may conceal trespassers. She suggested a different type of ground cover be considered instead of shrubs along the rear planter. She also suggested a motion sensor be installed to the rear of the building.

Mr. Calahan responded it will be considered.

Chair Alexander expressed her concerns for loitering at the future Pad B location. She suggested a fence be placed around the site to prevent loitering.

Mr. Calahan responded a fence will be considered.

Vice Chair Jones asked what the time frame would be for the block wall to be built between the site and the residents.

Mr. Calahan responded it will take approximately six weeks for the wall to be built and a temporary fence will be placed during construction so residents privacy will not be impacted.

Commissioner Siqueland asked city staff about the condition regarding the fence being placed around the pool.

Ms. Coletta responded it is a standard condition of approval, but this condition does not apply to this project and will be removed from the conditions of approval.

Chair Alexander opened the public hearing.

JOE MORGAN, RESIDENT, expressed his approval for this project and thanked the applicant and city staff.

Chair Alexander closed the public hearing.

**A motion was made by Commissioner Shah, seconded by Vice Chair Jones, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and adopt Resolution No. 2540 GRANTING PP2018-0005, based on the findings contained in the staff report and conditions of approval with the removal of condition 5 (building division) and the added conditions: to install security cameras in the parking lot with signage indicating the property is under surveillance and the security tapes be kept for 30 days for retention purposes, install a temporary three-foot high white vinyl fence or other fencing approved by the Community Development Department around Pad B to prevent loitering with signage indicating private property and the parking lot light poles located along the north perimeter of the project site be designed to prevent glare on to the adjacent residential properties to the north. The light poles will be determined by staff in conjunction with staff's review of the project's photometric analysis and light fixture design plan which the applicant shall submit to the city prior to issuance of a building permit. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Shah, Vice Chair Jones, Chair Alexander, Commissioner Siqueland, and Commissioner Hooks

[19-0747](#)

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 and Mixed Use Downtown (MUD) designation on approximately 0.56 acres of public rights-of-way to facilitate the development of a medical office park on a total of 3.48 acres located on the south side of West Sixth Street, between Sheridan Street and Belle Avenue. (Applicant: Richard Boureston, Boureston Development, 650 Town Center Drive, Suite 890, Costa Mesa, CA 92626)

**Attachments:** [Staff Report](#)  
[Resolution No. 2538](#)  
[Locational & Zoning Map](#)  
[Exhibit A - Proposed General Plan Amendment](#)  
[Exhibit B - Aerial Map](#)  
[Exhibit C - Existing General Plan Designation](#)  
[Exhibit D - Site Plan](#)  
[Exhibit E - Environmental Documentation](#)  
[Exhibit F - Public Correspondence](#)  
[GPA2019-0001, SPA2019-0001, PM 37565, PP2019-0003 PP Presentation](#)

At the request of Chair Alexander, Sandra Yang, Senior Planner, presented the staff reports for GPA2019-0001, SPA2019-0001, PP2019-0001 and PM 37565. At the conclusion of her presentation, Ms. Yang offered to answer any questions of the Commission.

Vice Chair Jones asked if the parking on Belle Avenue is required parking for the proposed site.

Ms. Yang responded the site is over parked and the street parking would be excess parking.

Commissioner Siqueland asked how much of the building will City of Hope occupy and what services will be offered.

RICHARD BOURESTON, REPRESENTING BOURESTON DEVELOPMENT, responded City of Hope will be occupying all of Building A and they provide a broad range of services.

RICHARD GANN, REPRESENTING CITY OF HOPE, explained they are a cancer research hospital and he explained the services that will be provided.

Chair Alexander asked how this new facility will impact the existing facility located in Corona.

Mr. Gann responded they will be relocating from the current location to this new location.

Chair Alexander opened the public hearing.

Ms. Yang provided clarification on the street parking on Belle Avenue. She stated 24 parking spaces on Belle Avenue are part of the required parking



for the site.

Vice Chair Jones asked for clarification, are 24 parking spaces required to meet the building parking requirements and will the other remaining spaces be for excess parking. He asked how many parking spaces will be constructed on Belle Avenue.

Ms. Yang responded 24 parking spaces are required and a total of 54 parking spaces are planned on Belle Ave.

Commissioner Shah asked how many parking spaces are on Belle Avenue.

Ms. Yang responded the plan proposes 54 parking spaces on Belle Avenue.

Chair Alexander opened the public hearing.

ELIZABETH MCCREARY, CITY OF CORONA PARKS AND RECREATION COMMISSIONER, expressed her concerns regarding the parking because this project would remove the overflow parking lot currently used by the library.

Ms. Yang responded the existing parking lot contains 41 parking stalls and the parking will be replaced with 54 parking spaces planned on Belle Avenue. The applicant and city will have a shared parking agreement that will allow library patrons to use the on-street parking during the medical offices off-peak business hours.

Chair Alexander asked what the office hours will be for the City of Hope.

Mr. Gann responded the operating hours for City of Hope are normally 8:00 a.m. to 5:00 p.m. and at times patients getting infusion treatments may go later into the afternoon with radiology and oncology patients mostly seen in the morning hours.

Chair Alexander asked with the doubling of the square footage, if services could expand beyond 5:00 p.m.

Mr. Gann responded it is difficult to predict but their clientele is reduced toward the end of the day.

Ms. Coletta asked if the clientele would be different in the evening hours.

Mr. Gann responded it would depend on the type of treatments that are

being done, such as infusion care.

KEVIN CHENG, REPRESENTING CITY OF HOPE, responded the current hours of operation are 8:00 a.m. to 5:00 p.m. He also explained which procedures are typically done in the morning versus the afternoon.

DENNIS RALLS, PUBLIC WORKS PROGRAM MANAGER, stated that he is working with city management and the Library department on ways to improve the library parking lot and their availability for parking. He stated they are evaluating ways to reconfigure the library parking lot.

DOTTIE LARADEN, RESIDENT / RETIRED LIBRARIAN, spoke about her concern with the parking on Belle Avenue and it being a route for ambulances.

Mr. Ralls responded ambulances will still route through Belle Avenue. He explained that the proposed street parking is designed to allow cars to pass on the street with the parking.

Chair Alexander closed the public hearing.

Commissioner Shah asked if there is a plan to have a mutual access to the parking lot between the two proposed buildings and the hospital parking lot.

Ms. Yang responded no.

TOM KOPER, PUBLIC WORKS ASSISTANT DIRECTOR, explained the sewer line in the alley between the two buildings and mentioned the diagonal parking on the hospital parking lot will remain.

Commissioner Shah asked if Building B will have interface with City of Hope.

Mr. Koper responded Building B will not be affiliated with the City of Hope.

Vice Chair Jones asked if Building B will have similar operating hours as the City of Hope.

Mr. Boureston responded various tenants will occupy Building B which can include a surgery center and urgent care, and this building will have no direct affiliation with the City of Hope.

Vice Chair Jones commented he supports this project.

**A motion was made by Vice Chair Jones, seconded by Commissioner Shah, that the Planning and Housing Commission recommend adoption of the Mitigated**

**Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of GPA2019-0001, based on the findings contained in the staff report and adopt Resolution No. 2538 granting GPA2019-0001 as part of Cycle I of the General Plan Amendments for 2019. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Shah, Vice Chair Jones, Chair Alexander, Commissioner Siqueland, and Commissioner Hooks

[19-0757](#)

SPA2019-0001: 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 (SF) and Commercial Services (CS) to Downtown (D) and establish the Downtown District on approximately 0.56 acres of public rights-of-way to facilitate the development of a medical office park on 3.48 acres located on the south side of West Sixth Street between Sheridan Street and Belle Avenue. (Applicant: Richard Boureston, Boureston Development, 650 Town Center Drive, Suite 890, Costa Mesa, CA 92626)

**Attachments:** [Staff Report](#)

[Locational & Zoning Map](#)

[Exhibit A - Proposed Specific Plan Amendment](#)

[Exhibit B - Conditions of Approval](#)

[Exhibit C - Aerial Map](#)

[Exhibit D - Existing Specific Plan Designation](#)

[Exhibit E - Existing General Plan Designation](#)

[Exhibit F - Site Plan](#)

[Exhibit G - Applicant's letter dated March 5, 2019, explaining Specific Plan and General Plan amendments](#)

[Exhibit H - Legal description of the specific plan amendment site](#)

[Exhibit I - Environmental Documentation](#)

[Exhibit J - Public Correspondence](#)

**A motion was made by Commissioner Siqueland, seconded by Commissioner Shah, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of SPA2019-0001 to the City Council, based on the findings contained in the staff report and conditions of approval. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Shah, Vice Chair Jones, Chair Alexander, Commissioner Siqueland, and Commissioner Hooks

[19-0759](#)

PP2019-0003: A precise plan application to review the site plan and architecture of two medical office buildings totaling 58,900 square feet on 3.48 acres located on the south side of West 6th Street between Sheridan Street and Belle Avenue in the Downtown District zone of the Downtown Corona Revitalization Specific Plan (SP98-01) (Applicant: Richard Boureston, Boureston Development, 650 Town Center Drive, Suite 890, Costa Mesa, CA 92626)

**Attachments:** [Staff Report](#)[Resolution No. 2539](#)[Locational & Zoning Map](#)[Exhibit A - Site Plan](#)[Exhibit B - Conditions of Approval](#)[Exhibit C - Parcel Map 37565](#)[Exhibit D1 & D2 - Floor Plans](#)[Exhibit E - Colored Elevations for Building A](#)[Exhibit F - Colored Elevations for Building B](#)[Exhibit G - Detailed Elevations for Building A](#)[Exhibit H - Detailed Elevations for Building B](#)[Exhibit I - Applicant's letter dated June 6, 2019, addressing the architecture of the buildings](#)[Exhibit J - Landscape Plan](#)[Exhibit K - Sign Program](#)[Exhibit L - Proposed Corona Cruiser Bus Route Change](#)[Exhibit M - Angled parking design on Belle Avenue](#)[Exhibit N - Applicant's letter dated March 15, 2019, addressing criteria for Precise Plans](#)[Exhibit O - Environmental Documentation](#)[Exhibit P - Public Correspondence](#)

**A motion was made by Commissioner Shah, seconded by Vice Chair Jones, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and Resolution No. 2539 GRANTING PP2019-0003, based on the findings contained in the staff report and conditions of approval. The motion carried by the following vote:**

**Aye:** 5 - Commissioner Shah, Vice Chair Jones, Chair Alexander, Commissioner Siqueland, and Commissioner Hooks

**19-0758**

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 6th Street between Sheridan Street and Belle Avenue in the Downtown District zone of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Richard Boureston, Boureston Development, 650 Town Center Drive, Suite 890, Costa Mesa, CA 92626)



**Attachments:** [Staff Report](#)[Locational & Zoning Map](#)[Exhibit A - Parcel Map 37565](#)[Exhibit B - Conditions of Approval](#)[Exhibit C - Site Plan](#)[Exhibit D - Proposed Corona Cruiser Bus Route Change](#)[Exhibit E - Applicant's letter dated May 21, 2019 giving essential subdivision information](#)[Exhibit F - Environmental Documentation.pdf](#)[Exhibit G - Public Correspondence](#)

A motion was made by Vice Chair Jones, seconded by Chair Alexander, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of PM 37565 to the City Council, based on the findings contained in the staff report and conditions of approval. The motion carried by the following vote:

**Aye:** 5 - Commissioner Shah, Vice Chair Jones, Chair Alexander, Commissioner Siqueland, and Commissioner Hooks

**6. WRITTEN COMMUNICATIONS**

None.

**7. ADMINISTRATIVE REPORTS**

None.

**8. PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS**

None.

**9. ADJOURNMENT**

Chair Alexander adjourned the meeting at 7:39 p.m. to the Planning and Housing Commission meeting of Monday, September 9, 2019, commencing at 6:00 p.m. in the City Hall Council Chambers.