City of Corona

400 S. Vicentia Ave.
Corona, CA 92882

City Council Meeting Agenda - Final-revised

Wednesday, April 1, 2020

Closed Session Council Board Room 5:30 PM
Open Session Council Chambers 6:30 PM

CITY COUNCIL/SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF CORONA/CORONA PUBLIC FINANCING AUTHORITY/CORONA UTILITY AUTHORITY/CORONA HOUSING AUTHORITY MEETING

Jim Steiner, Mayor
Jacque Casillas, Vice Mayor
Yolanda Carrillo, Council Member
Jason Scott, Council Member
Wes Speake, Council Member

**Revised agenda on March 30, 2020 at 11:15 a.m.
The following items have been added:

Item 2 - Presentation: Chamber of Commerce: COVID-19 Business Update.

Item 12 - Funding Options for the Inclement Weather/Emergency Shelter Motel Voucher Program.
(Staff Report and attachments have been added.)

Item 13 - Appointment to the Planning and Housing Commission.**

CONVENE CLOSED SESSION

CITY COUNCIL

1. **CLOSED SESSION -** CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
pursuant to Government Code Section 54956.9(d)(1)
Name of Case: Phillip Southern v. City of Corona
Case Number: WCAB # Unassigned

INVOCATION

The invocation may be offered by a person of any religion, faith, belief or non-belief, as well as Council Members. A list of volunteers is maintained by the City Clerk and interested persons should contact the Clerk for further information.

PLEDGE OF ALLEGIANCE

CONVENE OPEN SESSION

Individuals wishing to address the City Council are requested to complete a speaker card available at the rear of the Council Chambers. Please deliver the card to the City Clerk prior to the item being heard by the City Council or, for items not listed on the agenda, before the "Communications" section of the agenda is called. Please observe a three-minute limit for communications and please note that the Communications section of the agenda is limited to items within the subject matter jurisdiction of the City Council that are not listed on the agenda. Once called upon to speak, you are requested to state your name and city of residence for the record.

PROCLAMATIONS/RECOGNITIONS/PRESENTATIONS

2. Presentation: Chamber of Commerce: COVID-19 Business Update.

MEETING MINUTES

3. **MINUTES -** Approval of Minutes for the City Council, Successor Agency to the Redevelopment Agency of the City of Corona, Corona Public Financing Authority, Corona Utility Authority, Corona Housing Authority Meeting of March 18, 2020.

CONSENT CALENDAR

All items listed on the Consent Calendar are considered to be routine matters, status reports or documents covering previous City Council action. The items listed on the Consent Calendar may be enacted in one motion. With the concurrence of the City Council, a Council Member or any person in attendance may request that an item be removed for further consideration.

4. AGREEMENT - City Council consideration of a Purchase and Sale Agreement for excess right-of-way at 210 Radio Road to Rexco Hayward, LLC., and authorize a General Fund revenue increase in the amount of $37,200.

That the City Council:

a. Authorize the City Manager to accept approximately 17,198 square-feet of property in a grant deed from Major Market Stations, Inc.

b. Approve the Purchase and Sale Agreement with Rexco Hayward, LLC., for the sale of approximately 32,849 square-feet of property.

c. Authorize the City Manager to execute the Purchase and Sale Agreement and any amendments thereto which are non-substantive or are otherwise in compliance with the City Council's actions hereunder.

d. Authorize a General Fund revenue increase in the amount of $37,200 for the Purchase and Sale Agreement.

5. REPORT - City Council to receive and file Personnel Report.

That the City Council receive and file the Personnel Report for employee updates and recruitment transactions.

6. RESOLUTION - City Council consideration of Resolution No. 2020-014, declaring its intent to reimburse expenditures relating to the construction of public facilities from the proceeds of the sale of tax-exempt bonds.

That the:

a. City Council adopt Resolution No. 2020-014, declaring its intent to reimburse expenditures relating to the construction of public facilities from the proceeds of the sale of tax-exempt bonds.

b. Corona Utility Authority (CUA), review, ratify and to the extent necessary direct that the City Council take the above action.

COMMUNICATIONS FROM THE PUBLIC

Persons wishing to address the City Council are requested to state their name and city of residence for the record.

This portion of the agenda is intended for general public comment only, which means it is limited to items within the subject matter jurisdiction of the City Council that are not listed on the agenda. Please note that state law prohibits the City Council from discussing or taking action on items not listed on the agenda. The City Council will appreciate your cooperation in keeping your comments brief. Please observe a three-minute limit for communications.

PUBLIC HEARINGS

This portion of the agenda is for advertised public hearing items where formal public testimony on each individual item is accepted prior to City Council action.

7. PUBLIC HEARING - Public Hearing for City Council consideration of Resolution No. 2020-012, calling special election and Resolution No. 2020-013, declaring the results of the special election for Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona on the proposition of the annual levy of special taxes within the territory proposed to be annexed (Annexation No. 15).

That the City Council:

a. Adopt Resolution No. 2020-012 calling special election and submitting to the qualified electors of territory proposed to be annexed to Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona the question of levying special taxes within the territory proposed to be annexed (Annexation No. 15).

b. Adopt Resolution No. 2020-013 declaring the results of the special election for Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona on the proposition of the annual levy of special taxes within the territory proposed to be annexed to said Community Facilities District to pay the costs of certain services to be provided by the Community Facilities District, determining that the territory proposed to be annexed is added to and part of said Community Facilities District with full legal effect (Annexation No. 15).

LEGISLATIVE MATTERS

This portion of the agenda is for proposed ordinances presented for the City Council's consideration.

BOARDS, COMMISSIONS, AND COMMITTEES – REPORTS FROM CITY COUNCIL, COMMISSIONERS, AND STAFF FOR THE:

This portion of the agenda lists items from Commissions, Committees, and Boards.

A) Planning & Housing Commission

8. PLANNING & HOUSING COMMISSION REPORT - City Council consideration of PM 37608, a Parcel Map application to subdivide 74.80 acres into 13 lots for light industrial purposes located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan. (Applicant: Patrick Tritz, Latitude Business Park, LLC.)

That the City Council approve PM 37608 subject to the findings and conditions as recommended by the Planning and Housing Commission and adopt the Mitigated Negative Declaration and Mitigation Monitoring Plan, regarding potential environmental impact of the project.

9. PLANNING & HOUSING COMMISSION REPORT - City Council consideration of Precise Plan 2019-0001, for the review of the site plan, architecture, and landscaping of 15 light industrial buildings totaling 1,074,771 million square feet proposed on 74.80 acres located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan. (Applicant: Patrick Tritz, Latitude Business Park, LLC.)

That the City Council:

a. Take no action, thereby affirming the Planning and Housing Commission's action granting PP2019-0001, based on the findings contained in the staff report and conditions of approval.

OR

b. Set the item for review at a subsequent meeting.

B) Parks & Recreation Commission

C) Infrastructure Committee

D) Finance, Legislation & Economic Development Committee

E) Public Services Committee

F) Regional Meetings

10. REGIONAL MEETING REPORT - Update from Mayor Jim Steiner on the Riverside Transit Agency (RTA) Meeting of March 26, 2020.

ADMINISTRATIVE REPORTS

11. REPORT - City Council and Housing Authority Board consideration of possible emergency rent or loan relief measures for tenants of City owned facilities and recipients of Housing Authority Loan Programs impacted by Covid-19.

That the:

a. City Council authorize the City Manager to defer or reduce rent payments for tenants of city owned facilities during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter, and

take necessary action to collect payments.

b. City Council suspend the monthly payment stipulated in the License Agreement with Amor Outreach Church for the use of parking spaces in Corona Mall North during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.

c. Housing Authority Board authorize the Executive Director to defer or reduce loan payments for loans financed under the former Redevelopment Agency's First Time Homebuyer Program during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter, and take necessary actions to collect payments.

12. REPORT - Funding Options for Inclement Weather/ Emergency Shelter Motel Voucher Program.

That the City Council:

a. Select a funding option outlined in this agenda staff report.

b. Authorize the City Manager or his designee to execute a First Amendment to the Professional Services Agreement and approval to execute all no-cost and non-substantive amendments between the City of Corona and Kingdom Causes, Inc. DBA City Net, a California Domestic Nonprofit Corporation (City Net). The First Amendment will reflect funding option selected by City Council.

c. Approve extension of Exception to Bid for the City Net Agreement pursuant to Corona Municipal Codes (C.M.C.) 3.08.140 (A) and C.M.C. 3.08.140 (E). Extension period defined by funding option selected by City Council.

d. Authorize the City Manager or his designee to negotiate and execute a contract with the County of Riverside and/or the Riverside Continuum of Care in an aggregate amount not to exceed $100,000 to support the continuation of the City's Motel Voucher Program during the COVID-19 Stay at Home Order.

CITY ATTORNEY'S REPORTS AND COMMENTS

CITY MANAGER'S REPORTS AND COMMENTS

CITY COUNCIL MEMBER REPORTS AND COMMENTS

13. CITY COUNCIL MEMBER REPORT - Appointment to the Planning and Housing Commission.

14. CITY COUNCIL MEMBER REPORT - City Council discussion of possible future agenda item to address emergency eviction relief measures for residential and commercial tenants impacted by COVID-19 as provided for in the Governor's Executive Order N-28-20 issued on March 16, 2020.

15. CITY COUNCIL MEMBER REPORT - City Council discussion of possible future agenda item to request and encourage landlords to consider a moratorium on rent increases for residential and commercial tenants impacted by COVID-19.

ADJOURNMENT

The next regular meeting of the City Council/Successor Agency to the Redevelopment Agency of the City of Corona/Corona Public Financing Authority/Corona Utility Authority/Corona Housing Authority is scheduled for Wednesday, April 15, 2020 at 4:30 P.M. or thereafter as noted on the posted agenda for closed session items in the City Council Board Room followed by the regular meeting at 6:30 p.m. or thereafter as noted on the posted agenda in the City Council Chambers.

Corona City Hall - Online, All the Time at www.CoronaCA.gov

Agendas for all City Council meetings are posted at least 72 hours prior to the meeting in the entry way display case at City Hall. A complete agenda packet is available for public inspection during business hours at the City Clerk's Office. Any materials relating to an item on the agenda which are distributed to all, or a majority of all, members of the City Council after the posting of the agenda will also be available at the same time for public inspection during business hours at the City Clerk's Office.

Written communications from the public for the agenda must be received by the City Clerk's Office seven (7) days prior to the City Council meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the ADA Coordinator at (951) 736-2235. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Meeting is Being Recorded

City of Corona

400 S. Vicentia Ave.
Corona, CA 92882

Minutes - Draft

Wednesday, March 18, 2020

4:30 PM

Closed Session Council Board Room 4:30 PM
Open Session Council Chambers 6:30 PM

City Council

CITY COUNCIL/SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF CORONA/CORONA PUBLIC FINANCING AUTHORITY/CORONA UTILITY AUTHORITY/CORONA HOUSING AUTHORITY MEETING

Jim Steiner, Mayor
Jacque Casillas, Vice Mayor
Yolanda Carrillo, Council Member
Jason Scott, Council Member
Wes Speake, Council Member

**Revised agenda on March 17, 2020 at 5:57 p.m.
The following items have been added:

Item 5 - City Council consideration of emergency findings under Government Code Section 54952.2(b)(1) and a resolution adopting regulations for public attendance and comment during COVID-19 declared emergency.

Item 27 - City Council consideration of emergency findings under Government Code Section 54952.2(b)(1) and a resolution ratifying and extending the proclamation of existence of a local emergency by the director of emergency services regarding novel coronavirus (covid-19) pursuant to Government Code Section 8630.**

CONVENE CLOSED SESSION

Closed Session convened at 4:30 p.m. for the purposes listed below. Present were Mayor Steiner, Vice Mayor Casillas, Council Member Carrillo, Council Member Scott, and Council Member Speake. Closed Session adjourned at 6:20 p.m.

CITY COUNCIL

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
pursuant to Government Code Section 54956.8
Property Location: 735 S. Main Street, Corona (APN 117-191-020)
Agency Negotiator: Jacob Ellis, City Manager
Negotiating Party: HHC Corona, LLC
Under Negotiation: Price and Terms of Payment

2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
pursuant to Government Code Section 54956.9(d)(1)
Name of Case: ONTHEGO Wireless, LLC v. Cellco Partnership, et al. (Qui Tam Whistleblower)
Case Number: Sacramento County Superior Court Case No. 34-2012-00127517

3. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
pursuant to Government Code Section 54956.9(d)(1)
Name of Case: Leah Shatford (now Leah McLatcher) v. City of Corona
Case Number: WCAB No. ADJ9869508, ADJ879755, additional case numbers unassigned (pending)

4. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
pursuant to Government Code Section 54956.9(d)(2) Significant exposure to litigation
Number of potential cases: 1

Rollcall

Present: 5 - Jim Steiner, Jacque Casillas, Yolanda Carrillo, Jason Scott, and Wes Speake

INVOCATION

The Invocation was led by Mayor Steiner.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Steiner.

CONVENE OPEN SESSION

Mayor Steiner called the meeting to order at 6:34 p.m.

5. City Council consideration of Resolution No. 2020-011, adopting regulations for public attendance and comment during COVID-19 declared emergency.

Dean Derleth, City Attorney, introduced the item and read the revisions that were made to the Resolution pursuant to Governor Newsom's Executive Order (N-29-20).

Bill Gagne, resident, addressed the Council to inquire about the proposed Resolution. Mr. Derleth provided clarification.

Joe Morgan, resident, addressed the Council to express concerns with the proposed Resolution.

Mayor Steiner addressed comments made by the public.

A motion was made by Council Member Scott, seconded by Council Member Speake, that this Resolution be adopted. The motion carried by the following vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

PROCLAMATIONS/RECOGNITIONS/PRESENTATIONS

6. Presentation: Council Internship Report Out.

Shriani Patel, City Council Intern, provided a presentation.

7. Presentation: City Net Update.

Item was pulled.

MEETING MINUTES

A motion was made by Council Member Speake, seconded by Council Member Scott, that these Minutes be approved. The motion carried by the following vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

8. Approval of Minutes for the City Council, Successor Agency to the Redevelopment Agency of the City of Corona, Corona Public Financing Authority, Corona Utility Authority, Corona Housing Authority Meeting of March 4, 2020.

These Minutes were approved.

CONSENT CALENDAR

A motion was made by Council Member Speake, seconded by Vice Mayor Casillas, that the Consent Calendar be approved, with the exception of Items 11, 13, 15, and 17, which were voted on separately. The motion carried by the following vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

9. City Council, Successor Agency to the Redevelopment Agency of the City of Corona, Corona Public Financing Authority, Corona Utility Authority, and Corona Housing Authority consideration to receive and file the Monthly Investment Portfolio Report for the month of January 2020.

This Financial Report was received and filed.

10. City Council, Successor Agency to the Redevelopment Agency of the City of Corona, Corona Public Financing Authority, Corona Utility Authority, and Corona Housing Authority consideration to receive and file the Monthly Fiscal Report for the month of January 2020.

This Financial Report was received and filed.

11. City Council consideration of a First Amendment to the Professional Services Agreement with Bureau Veritas North America and Interwest Consulting Group for Plan Check Consulting and Inspection Services pursuant to Request for Proposal (RFP) 19-032AO.

Council Member Speake had inquiries regarding the proposed item and Joanne Coletta, Community Development Director, provided clarification.

A motion was made by Council Member Speake, seconded by Council Member Scott, that this Agreement be approved. The motion carried by the following vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

12. City Council and Corona Utility Authority consideration of the Third Amendment to the Professional Services Agreement between the City and Moraes/Pham & Associates and approve Contract Change Order No. 1 for

the construction phase of electrical engineering services for the Garretson Blend Station Zone 3 Emergency Generator, Project No. 2019-05.

This Agreement was approved.

13. City Council consideration of approving City staff recommended final design for Griffin Park Re-opening Project and additional funding appropriations.

Tracy Martin, Project Manager, provided a staff report. The Council had inquiries regarding the proposed item and Ms. Martin provided clarification. Council Member Scott expressed his desire to not move forward with the proposed item at this time. The Council discussed the propsed item and provided staff with direction.

Joe Morgan, resident, addressed the Council in opposition of the proposed item.

A motion was made by Vice Mayor Casillas, seconded by Council Member Speake, that this Appropriation be approved. The motion carried by the following vote:

Aye: 4 - Steiner, Casillas, Carrillo, and Speake

Nay: 1 - Scott

14. City Council consideration of awarding Request for Proposals (RFP) No. 20-014HC for the Park Facilities and Amenities Inventory Project; and to appropriate $230,000 from the General Fund to the Capital Improvement Project (CIP) titled, “Parks Facilities and Amenities Inventory Project.”

This Appropriation was approved.

15. City Council, Corona Utility Authority, and Corona Housing Authority consideration of budgetary adjustments to make an additional one-time contribution of $30 Million towards the unfunded pension liability with CalPERS, from the General Fund Budget Balancing Measures Reserve.

The Council discussed the proposed item.

Joe Morgan, resident, addressed the Council in opposition of the proposed item.

Sylvia Edwards, City Clerk, read two emails from the public in opposition to the proposed item.

A motion was made by Vice Mayor Casillas, seconded by Council Member Scott, that this Budgetary be continued to the Council meeting of May 6, 2020. The motion carried by the following vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

16. City Council consideration of acceptance and appropriation of $35,689 from the California State Library for the LaRS On The Go (OTG) Lesson Boxes Shared Vision/Bringing the Library to You grant program.

This Grant was approved.

17. City Council and Corona Housing Authority consideration to receive and approve the submittal of the 2019 Housing Element Annual Progress Report to the California Department of Housing and Community Development, and the Low and Moderate Income Housing Asset Fund activity information required in accordance with Health and Safety Code 34176.1(f).

Council Member Speake had inquiries regarding the proposed item and Joanne Coletta, Community Development Director, provided clarification.

A motion was made by Council Member Speake, seconded by Council Member Carrillo, that this Report be appoved. The motion carried by the following vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

18. City Council to receive and file Personnel Report.

This Report was received and filed.

COMMUNICATIONS FROM THE PUBLIC

Bill Gagne, resident, addressed the Council to express concerns with the three-minute time limit.

Joe Morgan, resident, addressed the Council to express his concerns with items on the agenda.

There were eight emails received from the public and read by the City Clerk. The emails will be maintained with the minutes.

PUBLIC HEARINGS

None.

LEGISLATIVE MATTERS

None.

BOARDS, COMMISSIONS, AND COMMITTEES – REPORTS FROM CITY COUNCIL, COMMISSIONERS, AND STAFF FOR THE:

A) Planning & Housing Commission

19. City Council consideration of PM 37746, a Parcel Map to create one lot on

4.80 acres for industrial development purposes located on the north side of Third Street and approximately 300 feet east of Grand Boulevard in the BP (Business Park) Designation of the Downtown Corona Revitalization Specific Plan (SP98-01) and adopt the Mitigated Negative Declaration and Mitigation Monitoring Plan, regarding potential environment impact of the project. (Applicant: Michael McKenna with EBS Realty Partners, LLC).

A motion was made by Council Member Scott, seconded by Council Member Speake, that this Parcel Map be approved. The motion carried by the following vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

20. City Council consideration of V2019-0002, a Variance from the development standards under Section D (Table III-3) of the Downtown Corona Revitalization Specific Plan to remove the 10-foot rear yard landscaped setback to accommodate parking spaces associated with the development of a 101,690 square foot industrial building on 4.80 acres located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC.)

The Council took no action.

21. City Council consideration of Precise Plan 2019-0007, for the review of the site plan, architecture, parking and landscaping associated with the development of a 101,690 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC.)

The Council took no action.

B) Parks & Recreation Commission

None.

C) Infrastructure Committee

None.

D) Finance, Legislation & Economic Development Committee

22. City Council consideration to receive minutes of the March 4, 2020 meeting of the Finance, Legislative and Economic Development Committee report by Vice Mayor Jacque Casillas and Council Member Jason Scott.

This Finance, Legislation & Economic Development Committee Report was

received and filed.

E) Public Services Committee

23. City Council consideration to receive minutes of the March 4, 2020 meeting of the Public Services Committee report by Mayor Jim Steiner and Vice Mayor Jacque Casillas.

This Public Services Committee Report was received and filed.

F) Regional Meetings

24. Update from Council Member Yolanda Carrillo on the Riverside County Habitat Conservation Agency (RCHCA) Meeting of February 20, 2020.

Council Member Carrillo noted that her report will be filed with the City Clerk's Office.

25. Update from Council Member Jason Scott on the Western Riverside Council of Governments (WRCOG) Meeting of March 2, 2020.

Council Member Scott noted that his report will be filed with the City Clerk's Office.

26. Update from Council Member Wes Speake on the Riverside County Transportation Commission (RCTC) Meeting of March 11, 2020.

Council Member Scott noted that his report will be filed with the City Clerk's Office.

ADMINISTRATIVE REPORTS

27. City Council consideration of emergency findings under Government Code Section 54952.2(b)(1) and a resolution ratifying and extending the proclamation of existence of a Local Emergency by the Director of Emergency Services regarding Novel Coronavirus (COVID-19) pursuant to Government Code Section 8630.

Jacob Ellis, City Manager, introduced the item and Brian Young, Fire Chief, provided a staff report.

The Council commended Chief Young for the presentation and had inquiries. Chief Young, Gina Moran-McGough, Emergency Services Coordinator, and George Johnstone, Police Chief, provided clarification.

Mr. Ellis provided an overview of what city facilities are open and closed, and what services are still functioning.

A motion was made by Vice Mayor Casillas, seconded by Council Member Carrillo, that this Resolution be adopted. The motion carried by the following

vote:

Aye: 5 - Steiner, Casillas, Carrillo, Scott, and Speake

CITY ATTORNEY'S REPORTS AND COMMENTS

None.

CITY MANAGER'S REPORTS AND COMMENTS

Jacob Ellis, City Manager, thanked the employees for their service and efforts during this current environment. He also thanked residents/community, businesses, and Chamber of Commerce for their service.

CITY COUNCIL MEMBER REPORTS AND COMMENTS

Council Member Scott thanked staff for their work and service. He also thanked essential workers for their continued service.

Council Member Carillo commended the community for coming together during this time.

Council Member Speake expressed that his thoughts and prayers are with the Corona resident that tested positive for COVID-19 and wished him a swift recovery. He discussed the current situation and commended the community.

Vice Mayor Casillas thanked staff for their work and service and commended first responders. She discussed the current situation and asked that the community be considerate during this time.

Mayor Steiner thanked staff for their work and service. He discussed the current situation and asked that residents remain calm.

ADJOURNMENT

Mayor Steiner adjourned the meeting at 8:50 p.m. The next scheduled meeting of the Council is April 1, 2020.

File #: 20-0259

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Public Works Department

SUBJECT:
City Council consideration of a Purchase and Sale Agreement for excess right-of-way at 210 Radio Road to Rexco Hayward, LLC., and authorize a General Fund revenue increase in the amount of $37,200.

RECOMMENDED ACTION:
That the City Council:

a. Authorize the City Manager to accept approximately 17,198 square-feet of property in a grant deed from Major Market Stations, Inc.

b. Approve the Purchase and Sale Agreement with Rexco Hayward, LLC., for the sale of approximately 32,849 square-feet of property.

c. Authorize the City Manager to execute the Purchase and Sale Agreement and any amendments thereto which are non-substantive or are otherwise in compliance with the City Council's actions hereunder.

d. Authorize a General Fund revenue increase in the amount of $37,200 for the Purchase and Sale Agreement.

ANALYSIS:
Rexco Hayward, LLC ("Developer") is the developer for the property located at 210 Radio Road, on the north side of Radio Road, south of the 91 Freeway, as shown on Exhibit "A." The Developer proposes to construct a new industrial building approximately 140,000 square-foot on a total of 6.62 acres. To facilitate the project, the Developer has requested to purchase a small parcel of real property from the City, which is located immediately to the northwest of the cul-de-sac termination

of Radio Road. The property that the Developer wishes to purchase from the City ("City Property") is shown on Exhibit "B." A portion of this property is currently held by Major Market Stations, Inc., ("Owner") and must first be granted to the City before the purchase and sale is complete.

In the process of reviewing the record drawings and deeds for the property, City staff and Title Company representatives could not locate any dedication for the right-of-way fronting 210 Radio Road, despite the existing improvements. A lot line adjustment in 1998 between the Owner and adjacent landowner of Parcel Map 28461 showed the right-of-way by excluding it from the meets and bounds description of the new parcels. However, given no other record of a dedication could be found, it is the City position that the right-of-way must be dedicated. The City has been notified that the Owner is in the process of selling all its real property and dissolving. In lieu of granting the right-of-way to the Developer for a future dedication, the Owner has agreed to grant the property to the City at no cost, as shown on Exhibit "C."

Most of the property granted from the Owner is within the right-of-way of Radio Road, and a portion of approximately 2,923 square-feet at the end of the cul-de-sac is considered excess right-of-way. This area, along with additional excess right-of-way currently held in fee by the City, comprises the area requested for purchase by the Developer. It is the Public Works Department's standard practice to acquire right-of-way by easement or fee as needed to maintain continuity with the surrounding street area. Since the City holds Radio Road as an easement rather than in fee title, the City will include the public right-of-way in the grant deed to the Developer, while reserving an easement for public right-of-way over Radio Road, as shown on Exhibit "D." The result will be no different than how the City's interest is held in Radio Road for the surrounding area. The Developer obtains no additional benefit from this except that in the future should the street right-of-way ever be vacated, the property would become the Developer's or their successor in title, as is the case for their neighbors.

Using money deposited by the Developer, the City commissioned an appraisal by Tucker Appraisal Service Corporation, which concluded that the City Property is worth approximately two dollars ($2.00) per square-foot. Since the area contained with the public right-of-way easement for Radio Road amounts to no significant benefit to the Owner at this time, or possibly ever, the cost for that property was not included. The appraisal report analyzed the value of the land outside of the street right-of-way and determined that the parcels are in the M3 Zone and have a minimum site area of 1.0 acres. The report also concluded that the parcels are basically unbuildable without incorporating them into a larger project such as the one proposed by the Developer. The value of the land was determined through a sale comparison approach, which compares recent sales of similar properties. The full appraisal report is available for review upon request.

Public Works staff has reviewed the appraisal report and believes that the appraised amount of two dollars ($2.00) a square-foot for the City Property is reasonably substantiated by the appraisal report. Staff also believes that selling the City Property will relieve the City of the liability and obligation to maintain the excess right-of-way at the end of Radio Road.

Upon close of escrow, the City Property would be transferred to the Developer in the form of a grant deed, which will be part of a future lot line adjustment to facilitate the development. Staff

recommends the sale of the City Property under the following conditions:

(1) The purchase price is $37,200;
(2) The Developer shall pay all title and escrow costs; and
(3) The Developer shall deposit funds to cover all City costs for the preparation and execution of the Purchase and Sales Agreement.

COMMITTEE ACTION:
Not applicable.

STRATEGIC PLAN:
Not applicable.

FISCAL IMPACT:
The Developer is responsible for the purchase price of $37,200 and all other costs as noted in this Agenda Report. Approval of the recommended actions will result in a General Fund revenue increase of $37,200.

GENERAL FUND	
Budget Workshop May 23, 2019 - Estimated Revenue Over Expenditures	$ 152,247
Previously approved/revised budget adjustments (net)*	338,685
Current Revenue Over Expenditures	490,932
Purchase and Sale Agreement Revenue	37,200
Revised Estimated Revenue Over Expenditures	**$ 528,132**
Budget Balancing Measures Reserve - Actual 06/30/19	34,433,788
Estimated FY 2019-20 Change in Budget Balancing Measures Reserve	528,132
Estimated Budget Balancing Measures Reserve - 06/30/20	**$ 34,961,920**

** Approved through Council Action or other operational process.*

ENVIRONMENTAL ANALYSIS:
This action is exempt pursuant to Section 15061(b)(3) of the Guidelines for the California Environmental Quality Act (CEQA), which states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. This action simply authorizes the transfer of a small portion of open space property to the adjacent property owner for incorporation into a future lot line adjustment, and there is no possibility that this action will have a significant effect on the environment. Therefore, no environmental analysis is required, and staff will file a Notice of Exemption with the County of Riverside.

PREPARED BY: CHRISTOPHER HORN, P.E., SENIOR ENGINEER

REVIEWED BY: TOM KOPER, P.E., ACTING PUBLIC WORKS DIRECTOR

REVIEWED BY: KIM SITTON, ACTING ADMINISTRATIVE SERVICES DIRECTOR

SUBMITTED BY: JACOB ELLIS, CITY MANAGER

Attachments:

1. Exhibit A - Location and Boundary Map
2. Exhibit B - Map Depicting Property to be Granted from the City to the Developer
3. Exhibit C - Map Depicting Property to be Granted from Major Market Stations, Inc. to the City
4. Exhibit D - Map Depicting Easement Area to be Reserved for Radio Road
5. Purchase and Sale Agreement

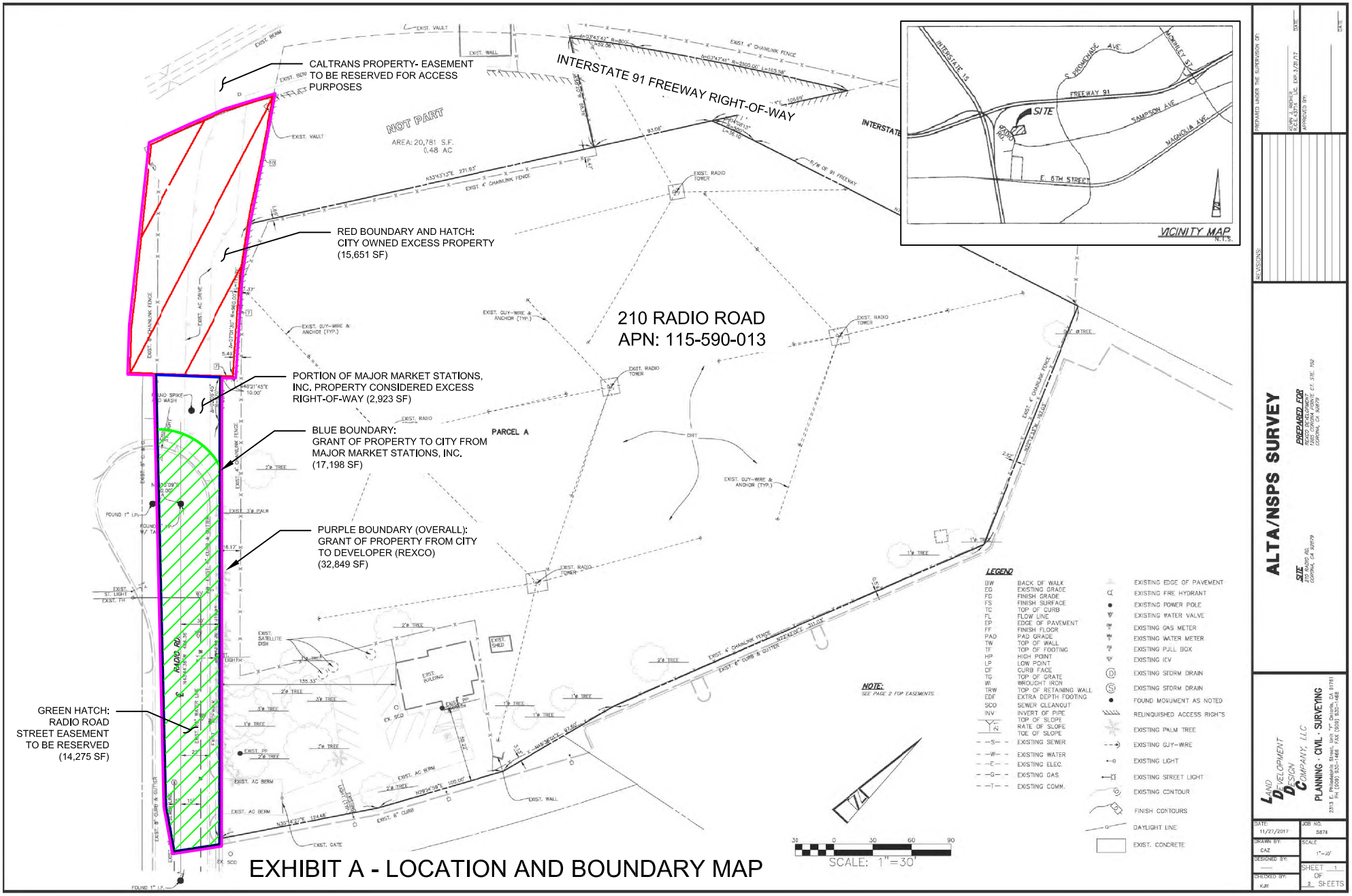
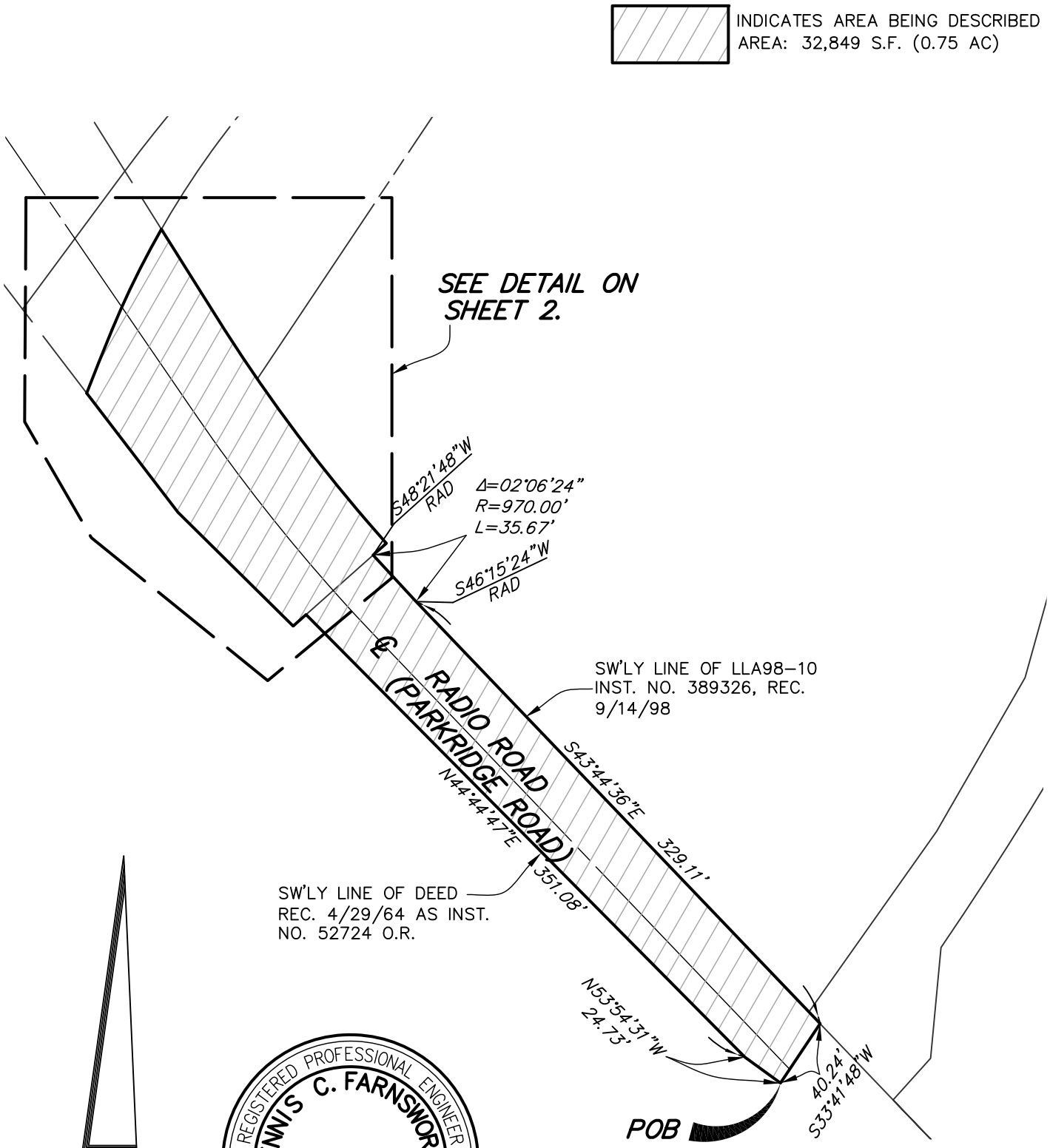


EXHIBIT A - LOCATION AND BOUNDARY MAP

EXHIBIT B

PROPERTY TO BE GRANTED BY THE CITY TO THE DEVELOPER



REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

SCALE: 1"=80'

LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	
3/24/20	1"=50'	1 OF 2	5878	EXHIBIT "B"

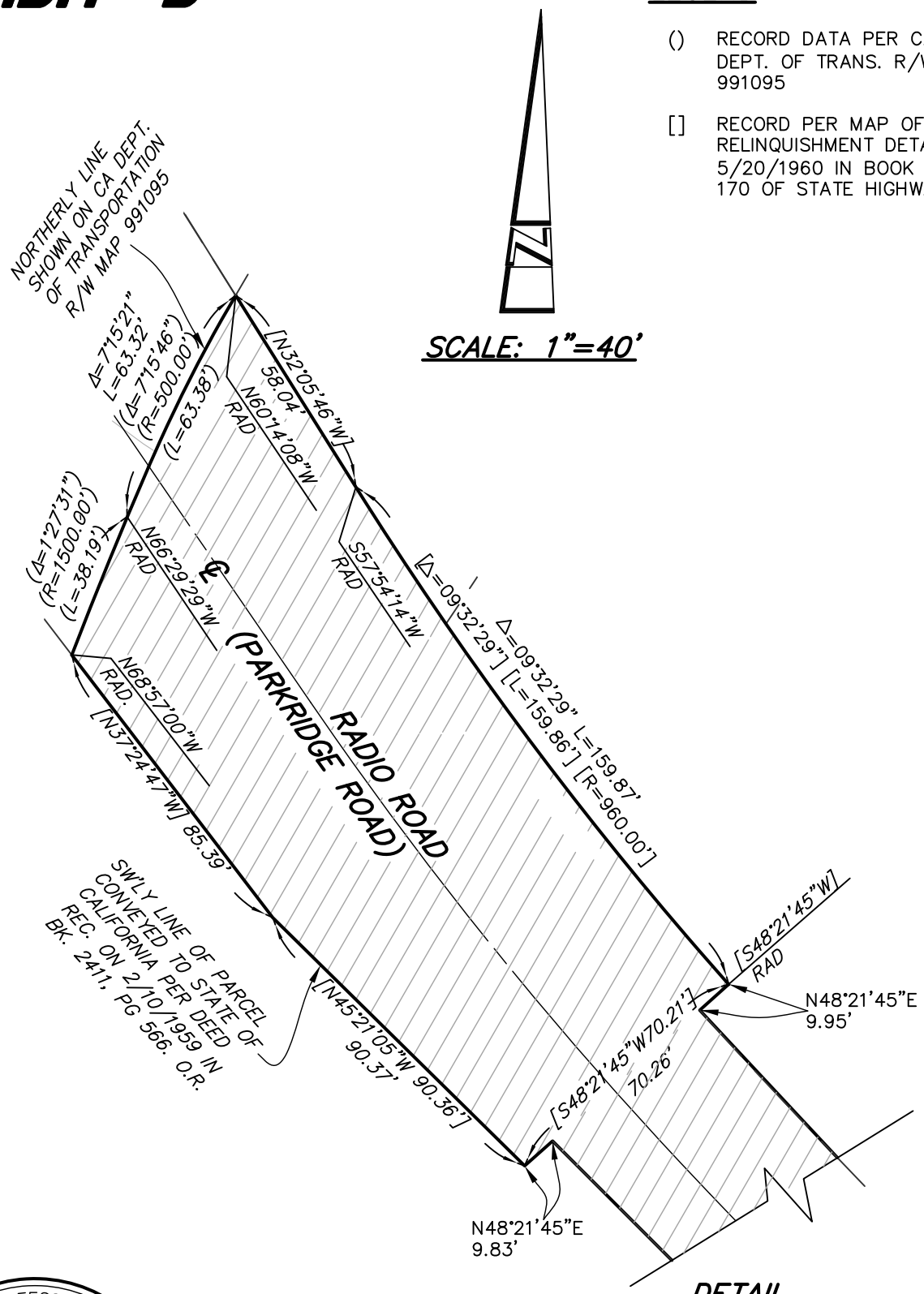
EXHIBIT "B"

LEGEND

() RECORD DATA PER CALIFORNIA DEPT. OF TRANS. R/W MAP 991095

[] RECORD PER MAP OF RELINQUISHMENT DETAIL #4 RE. 5/20/1960 IN BOOK 2. PAGE 170 OF STATE HIGHWAY MAP.

SCALE: 1"=40'



DETAIL
1"=40'

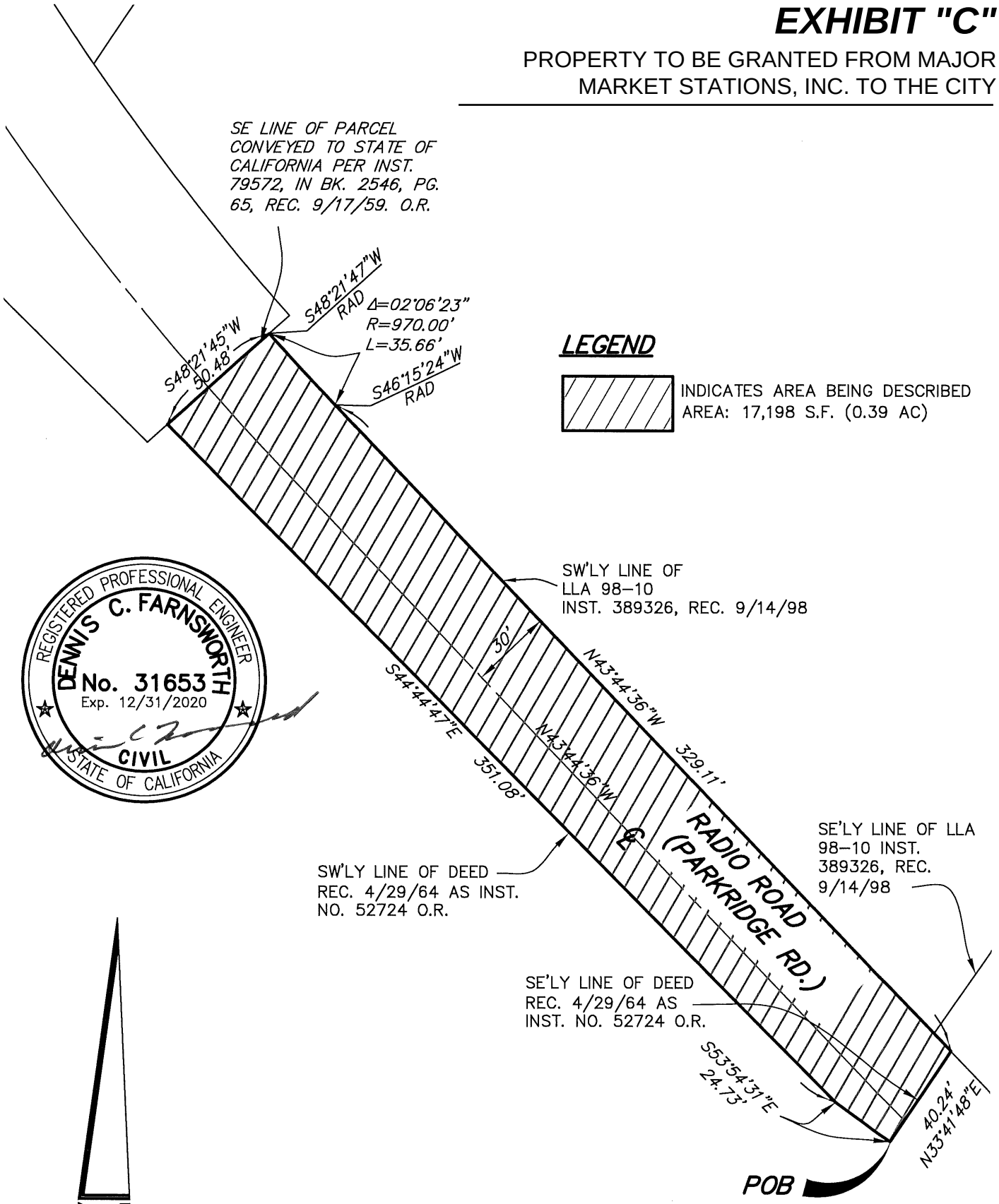
REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	
3/24/20	AS NOTED	2 OF 2	5878	EXHIBIT "B"

EXHIBIT "C"

PROPERTY TO BE GRANTED FROM MAJOR MARKET STATIONS, INC. TO THE CITY



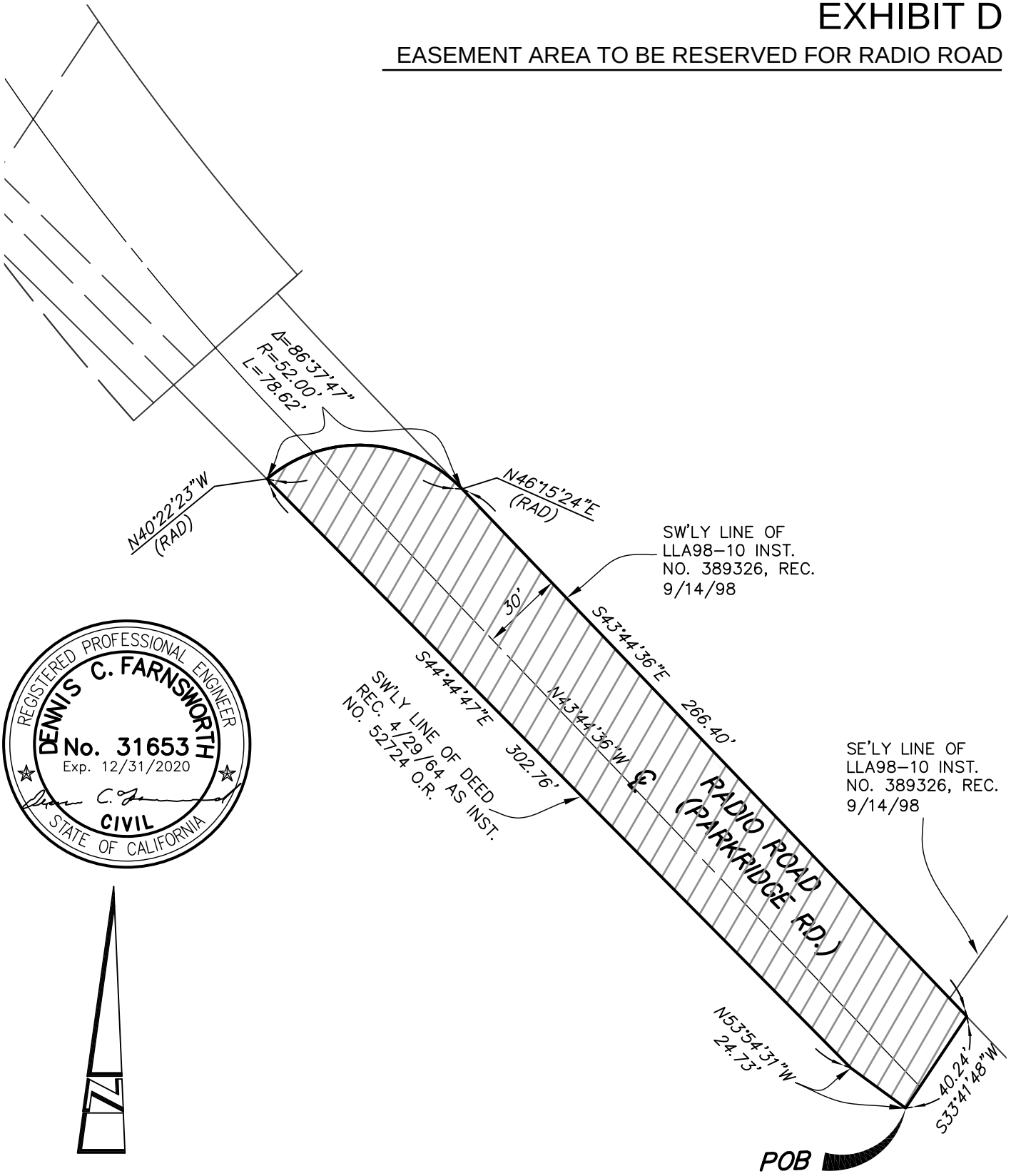
SCALE: 1"=50'

LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	
3/24/20	1"=50'	1 OF 1	5878	EXHIBIT "C"

EXHIBIT D

EASEMENT AREA TO BE RESERVED FOR RADIO ROAD



SCALE: 1"=50'

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

LEGEND

INDICATES AREA BEING DEDICATED
AREA: 14,275 S.F. (0.33 AC)

LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	
3/18/20	1"=50'	1 OF 1	5878	EXHIBIT "B"

APNS: 115-590-013 (portion)
Federal ID No.: 95-6000697

AGREEMENT
OF PURCHASE AND SALE
AND JOINT ESCROW INSTRUCTIONS

First American Title Insurance Company
3281 East Guasti Road, Suite 440
Ontario, California 91760
Attention: Angela Northan

Escrow No: _____

Title Order No.: _____

---

1. PARTIES AND DATE.

This AGREEMENT OF PURCHASE AND SALE AND JOINT ESCROW INSTRUCTIONS ("Agreement") is entered into as of this 1st day of April, 2020, by and between REXCO-HAYWARD, LLC, a California limited liability company ("Buyer"), and the CITY OF CORONA, a California municipal corporation ("Seller"). Buyer and Seller are sometimes individually referred to herein as **"**Party**"** and collectively as "Parties" throughout this Agreement.

This Agreement shall be effective as of the date, following all legally required notices and hearings, that this Agreement has been approved by Seller's governing body or its delegated representative and signed by all Parties ("Effective Date").

2. RECITALS.

2.1 Property. Seller is, or will be prior to the Close of Escrow, the owner in fee of approximately 32,849 square feet of real property generally located at the northern terminus of Radio Road in the City of Corona, Riverside County, California, a portion of which is designated as a portion of Assessor Parcel Number(s) 115-590-013, as described and depicted in **Exhibit "A"** attached hereto and incorporated herein by reference ("Property"). Reference herein to Property shall include all of Seller's right, title and interest, in and to any and all improvements, fixtures, rights-of-way, utility rights, entitlements, claims or other benefits in any way connected with the Property.

2.2 Project. Buyer desires to acquire the Property for the purpose of developing a new approximately 140,000 square foot industrial building on a total of 6.62 acres ("Project").

2.3 Findings. Seller has determined that the development of the Project on the Property pursuant to this Agreement is in the best interests of the City and the health, safety and welfare of the City's taxpayers and residents. Pursuant to Government Code Section 37350, implementation of this Agreement will further the common benefit because it will allow the Property to be developed for a more productive and profitable use and will ensure that the appropriate right-of-way restrictions are recorded against a portion of the Property to provide continued public ingress and egress rights on Radio Road.

2.4 Purpose. The Seller desires to sell the Property to the Buyer for the development of the Project and the Buyer desires to purchase the Property from the Seller for the same purpose.

NOW, THEREFORE, in consideration of the above facts and for the covenants and agreements contained herein, the Parties hereto agree as follows:

3. TERMS.

3.1 Purchase Price. The total purchase price for the Property is Thirty-Seven Thousand Two Hundred Dollars and 00/100 ($37,200.00) ("Purchase Price").

3.2 SECTION INTENTIONALLY OMITTED.

3.3 Payment of Purchase Price. At Close of Escrow (defined below), Buyer shall pay the Purchase Price to Seller. The Purchase Price shall be paid through escrow in cash, by cashier's or certified check, or by wire transfer.

3.4 R&T Code Section 18662 Withholding Requirements. California law (Revenue and Taxation Code Section 18662) requires that an amount equal to 3-1/3% of the total sales price/Purchase Price for the Property be withheld from funds otherwise payable to Seller at Close of Escrow and be paid to the California Franchise Tax Board, unless Seller is exempted from such requirements. As a part of the Escrow closing process, Escrow Holder (defined below) will provide forms to Seller regarding such withholding and the circumstances under which Seller may be exempt from such requirements.

3.5 Escrow.

3.5.1 Opening of Escrow. Within ten (10) business days following the Effective Date, Seller and Buyer shall open an escrow (**"**Escrow**"**) for the conveyance of the Property with First American Title Insurance Company (**"**Escrow Holder**"**). Escrow shall be deemed open on the date Escrow Holder shall have received either an original or a copy, at Escrow Holder's discretion, of this Agreement, fully executed by the Parties (**"**Opening of Escrow**"**). Escrow Holder shall notify Buyer and Seller, in writing, of the date Escrow is opened (**"**Opening Date**"**).

3.5.2 Escrow Instructions. This Agreement constitutes the joint instructions of Buyer and Seller to Escrow Holder for the conveyance of the Property. Buyer and Seller shall execute, deliver and be bound by any reasonable or customary supplemental or additional escrow instructions ("Additional Instructions") of Escrow Holder or other instruments which may be reasonably required by Escrow Holder in order to consummate the transaction contemplated by this Agreement. In the event of any conflict or any inconsistency between this Agreement and such Additional Instructions, this Agreement shall govern unless otherwise specifically agreed to in writing by the Parties.

3.5.3 Close of Escrow. The recordation of the Easement Deed for Ingress and Egress to ensure access to the property located north of the Property in substantially the same

form included in Exhibit "B" attached hereto and the Grant Deed with Reservation of Right-of-Way Easement conveying title to the Property from Seller to Buyer in substantially the same form included in Exhibit "C" attached hereto, and disbursement of funds and distribution of other documents by Escrow Holder as described herein, shall constitute "Close of Escrow" or "Closing," and the date thereof shall be the "Closing Date" as provided for herein. Close of Escrow shall occur thirty (30) days following the Opening Date, provided that Seller and Buyer may, but shall not be obligated to, close the Escrow upon such earlier date as may be agreed upon by them in writing. Buyer and Seller may agree to change the Closing Date by joint written notice to Escrow Holder. Closing shall be conditioned upon satisfaction, or waiver by the Party for whose benefit the condition exists, of all conditions precedent thereto. In the event the Escrow is not in a condition to close by the Closing Date, or the Extended Closing Date (defined below), if any, for any reason other than the uncured breach of either Buyer or Seller, then any Party who is not then in default of the terms of this Agreement may terminate this Agreement as provided in Section 3.8 herein. If no notice of termination as provided in Section 3.7 herein is received by Escrow Holder, Escrow Holder is instructed to proceed with Close of Escrow as soon as possible. Note: The "Extended Closing Date" is a date beyond the original Closing Date, agreed to by Buyer and Seller.

3.5.4 Costs of Escrow. All costs of the Title Policy (defined below) shall be paid by Buyer and all Escrow fees and normal closing costs attributable to the conveyance of the Property ("Escrow Fees and Closing Costs") shall be paid by Buyer, which costs and fees shall be collectively referred to as "Title and Escrow Costs" throughout this Agreement. Seller shall be solely responsible for payment of any administrative expenses required in order to obtain the partial release or reconveyance of mortgages, deeds of trust or other monetary liens and encumbrances affecting the Property, as well as any payment of taxes, assessments and bonds, as described in Section 3.5.5 below. Escrow Holder shall provide an estimated closing costs statement to Buyer and Seller at least three (3) days prior to the Closing Date, or Extended Closing Date, if any.

3.5.5 Property Taxes, Assessments and Bonds. Seller shall timely pay all real property taxes, assessments and bonds allocable to the Property accruing prior to the Closing Date. Buyer shall pay all real property taxes, assessments and bonds allocable to the Property accruing on or after the Closing Date.

3.5.6 Buyer's Conditions Precedent to Close of Escrow. Close of Escrow and Buyer's obligation to accept title to the Property and pay the Purchase Price are subject to the satisfaction of the following described conditions for Buyer's benefit (or Buyer's waiver thereof, it being agreed that Buyer may waive any or all of such conditions) on or prior to the Closing Date, or Extended Closing Date, if any:

A. Payments and Documents. Seller shall have tendered into Escrow all payments and documents required of it pursuant to this Agreement.

B. Obligations. Seller shall have completed in a timely fashion all of its obligations that are to be completed prior to the Close of Escrow, as provided in this Agreement.

C. Title Policy. Escrow Holder shall have received an irrevocable commitment from the Title Company to issue the Title Policy (defined below), subject only to the Permitted Exceptions, as described in Section 3.6.2 below.

D. Representations and Warranties. All representations and warranties of the Seller hereunder shall be true as of the Effective Date and as of the Close of Escrow, and shall continue thereafter for the full statutory period.

E. General Plan Consistency Determination. The Community Development Director for the City of Corona shall have determined that the City's disposition of fee title to the Property pursuant to this Agreement is consistent with the City of Corona General Plan pursuant to Government Code Section 65402.

F. Escrow Closing Costs Statement. Buyer shall have approved Escrow Holder's estimated closing costs statement.

G. Lot Line Adjustment. The Board of Zoning Adjustments for the City of Corona shall have adopted a resolution ("Lot Line Adjustment Resolution"), pursuant to the Subdivision Map Act, approving a lot line adjustment to add the Property to certain real property owned by Buyer immediately adjacent to the Property.

3.5.7 Seller's Conditions Precedent to Close of Escrow. Close of Escrow and Seller's obligation to convey the Property are subject to the satisfaction of the following conditions for Seller's benefit (or Seller's waiver thereof, it being agreed that Seller may waive any or all of such conditions) on or prior to the Closing Date, or Extended Closing Date, if any:

A. Payments and Documents. Buyer shall have tendered into Escrow all payments and documents required of it pursuant to this Agreement.

B. Obligations. Buyer shall have completed in a timely fashion all of its obligations which are to be completed prior to the Close of Escrow, as provided in this Agreement.

C. Representations and Warranties. All representations and warranties of the Buyer hereunder shall be true as of the Effective Date and as of the Close of Escrow, and shall continue for the full statutory period.

D. General Plan Consistency Determination. The Community Development Director for the City of Corona shall have determined that the City's disposition of fee title to the Property pursuant to this Agreement is consistent with the City of Corona General Plan pursuant to Government Code Section 65402.

E. Escrow Closing Costs Statement. Seller shall have approved Escrow Holder's estimated closing costs statement.

F. Lot Line Adjustment Resolution. The Board of Zoning Adjustments for the City of Corona shall have adopted the Lot Line Adjustment Resolution.

3.5.8 Buyer's Payments and Documents. Not less than one (1) business day prior to Closing, Buyer shall pay or tender (as applicable) to Escrow Holder the following funds and documents (in recordable form, as necessary):

A. Purchase Price. The Purchase Price.

B. Title and Escrow Costs. Funds required to pay the Escrow Fees and Closing Costs payable by Buyer pursuant to Section 3.5.4 herein.

C. Additional Customary Charges. Funds required to pay any additional charges customarily charged to buyers in accordance with common escrow practices in Riverside County, at the discretion of Escrow Holder.

D. Commissions. Funds required to pay all sales or brokerage commissions and finder's fees payable by Buyer, if any, with respect to the transaction which is the subject of this Agreement.

E. Change of Ownership. Preliminary Change of Ownership form.

F. Additional Documents and Funds. Such other documents and funds required of Buyer under this Agreement and by Escrow Holder in the performance of its contractual or statutory obligations.

3.5.9 Seller's Payments and Documents. Not less than one (1) business day prior to Closing, Seller shall pay or tender (as applicable) to the Escrow Holder the following funds (which amounts may be offset against funds otherwise payable to Seller through Escrow) and documents (in recordable form, as necessary):

A. Easement Deed. The fully-executed and acknowledged Easement Deed for Ingress and Egress attached as **Exhibit "B"** hereto and incorporated herein by reference.

B. Grant Deed. The fully-executed and acknowledged Grant Deed with Reservation of Right-of-Way Easement attached as **Exhibit "C"** hereto and incorporated herein by reference.

C. Tax Certificates and Forms. FIRPTA Certificate and California Form 593-C, using forms to be provided by Escrow Holder.

D. Additional Documents and Funds. Such other documents and funds required of Seller under this Agreement and by Escrow Holder in the performance of its contractual or statutory obligations.

E. Lot Line Adjustment Resolution. Certified copy of the Lot Line Adjustment Resolution.

3.5.10 Escrow Holder Responsibilities. Upon Closing, the Escrow Holder is authorized and instructed to:

A. Liens and Encumbrances. Cause the satisfaction and removal of all exceptions to title to the Property representing monetary liens or encumbrances from funds otherwise payable to Seller at Close of Escrow, including, without limitation, all unpaid taxes, assessments and bond obligations respecting the Property which became due and payable prior to Close of Escrow and any penalties and interest thereon. Before such payments or charges are made, Escrow Holder shall notify Seller of the sums necessary to satisfy and remove such monetary liens or encumbrances.

B. Payments for Fees, Charges and Costs. Pay and charge Buyer and Seller, respectively, for any fees, charges and costs payable under this Agreement, including, but not limited to, Sections 3.5.4, 3.5.5, 3.5.8 and 3.5.9 herein. Before such payments or charges are made, Escrow Holder shall notify Buyer and Seller of the fees, charges and costs necessary to clear title and Close the Escrow.

C. Recordation of Documents. Record the Easement Deed for Ingress and Egress, the Grant Deed with Reservation of Easements, Lot Line Adjustment Resolution and any other instruments, as appropriate, delivered through Escrow.

D. R&T Code Section 18662 Withholding Requirements. Withhold from funds otherwise payable to Seller at Close of Escrow in such amount as Buyer is required to withhold therefrom pursuant to California Revenue and Taxation Code Section 18662 (i.e., 3-1/3% of the total sales price) and timely submit such sums to the California Franchise Tax Board, unless Buyer is relieved of such withholding requirements under the provisions of said Section 18662. Further, deliver to each Party copies of all such withholding form(s).

E. Funds and Documents. Disburse such other funds and deliver such other documents to the Parties entitled thereto.

F. Title Policy. Cause the Title Policy to be issued.

3.5.11 Notices. All communications from Escrow Holder to either Buyer or Seller shall be directed to the addresses and in the manner established in Section 3.10.1 herein for notices, demands and communications between the Buyer and Seller.

3.5.12 Electronically Transmitted/Counterpart Documents. In the event Buyer or Seller utilizes electronically transmitted signed documents (e-mail or facsimile), the Parties hereby agree to accept and instruct Escrow Holder to rely upon such documents as if they bore original signatures. Buyer and Seller hereby acknowledge and agree to provide to Escrow Holder, within seventy-two (72) hours after transmission, such documents bearing the original signatures. Buyer and Seller further acknowledge and agree that electronically transmitted documents bearing non-original signatures will not be accepted for recording and that the Parties will provide originally executed documents to Escrow Holder for such purpose. Escrow Holder is authorized to utilize documents which have been signed by Buyer and Seller in counterparts.

3.6 Title.

3.6.1 Condition of Title; Title Policy. It is a condition to the Close of Escrow for Buyer's benefit that fee title to the Property and the right to possession of the Property

conveyed to Buyer pursuant to this Agreement shall be subject only to the Permitted Exceptions (defined below), as evidenced by the receipt by Escrow Holder of an irrevocable commitment from First American Title Insurance Company ("Title Company") to issue to Buyer upon Close of Escrow its California Land Title Association (CLTA) Standard Owner's Form Policy of Title Insurance ("Title Policy") with coverage in an amount equal to the Purchase Price. The Parties shall cause the Title Company to issue the Title Policy to Buyer upon Close of Escrow.

3.6.2 Permitted Exceptions. The term "Permitted Exceptions" as used herein shall mean the following conditions and exceptions to title or possession:

A. Non-Delinquent Tax, Assessment and Bond Liens. A lien to secure payment of general and special real property taxes, assessments and bonds obligations, provided they are not delinquent.

B. Supplemental Taxes. A lien of supplemental taxes assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code accruing on or after the Close of Escrow.

C. Buyer Creation or Consent. Matters affecting the condition of title created by or with the consent of Buyer.

D. Disclosed to and Approved by Buyer. Other exceptions to title disclosed by the Title Report (defined below) which have been approved in writing by Buyer prior to the Close of Escrow.

Notwithstanding any other provision(s) in this Agreement, any exceptions to title to the Property representing monetary liens or encumbrances are hereby disapproved and deemed a Disapproved Matter (defined below).

3.6.3 Preliminary Title Report. If Buyer has not already obtained the same prior to the execution of this Agreement, promptly following the Opening of Escrow, Escrow Holder will obtain from the Title Company and provide to the Parties a current preliminary title report and legible copies of all title exceptions listed therein (collectively the "Title Report"). Upon the later of (a) five (5) days following the Opening Date; or (b) five (5) days following Buyer's receipt of the Title Report, Buyer will notify Seller and Escrow Holder in writing of any objections to the status of title as disclosed by the Title Report. Any title matters disapproved by Buyer will constitute "Disapproved Matters," which Seller will cause to be removed as title exceptions on or before Close of Escrow. Those title exceptions not constituting Disapproved Matters will be deemed Permitted Exceptions. Any exceptions to title not disapproved in writing within said period of time shall be deemed approved by Buyer.

3.7 Suitability and Condition of Property.

3.7.1 Inspections and Right of Entry. Prior to Close of Escrow, Buyer may conduct, at Buyer's sole expense, such inspections of the Property as Buyer may desire or deem appropriate, in Buyer's sole discretion. Seller hereby grants to Buyer and its authorized employees, representatives, agents and contractors, permission and a license to enter upon the Property prior to the Closing Date for the purpose of conducting such inspections. Seller shall

have the right, but not the obligation, to accompany Buyer during such inspections and investigations; provided, however, in no event shall any invasive testing or procedures be permitted by Buyer or its agents or contractors without prior written consent of Seller. Buyer, at its sole cost and expense, agrees to restore the Property to the condition the Property was in prior to Buyer's entry.

3.7.1.1 Insurance. Prior to Buyer or its agents or contractors entering upon the Property pursuant to Section 3.7.1, Buyer shall (i) give Seller forty-eight (48) hours prior notice of such entry, and (ii) provide satisfactory evidence to Seller that Buyer, or its agents or contractors, have obtained commercial general liability insurance with limits of not less than $1,000,000 per occurrence and $2,000,000 in the aggregate; workers compensation insurance in statutory limits and employers liability insurance with limits not less than $1,000,000 each limit; and umbrella excess liability insurance excess of the underlying commercial general liability and employers liability insurance with limits not less than $5,000,000 each occurrence and aggregate. Such liability insurance shall include or be endorsed (amended) to state that: (1) Buyer, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insured; and (2) the insurance coverage shall be primary insurance as respects Buyer, its directors, officials, officers, employees, agents, and volunteers, or if excess, shall stand in an unbroken chain of coverage. Such liability insurance policy shall be placed with an insurer with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the City.

3.7.1.2 Indemnification. Buyer shall defend, indemnify and hold Seller free and harmless from and against any and all claims, damages and liabilities related to Buyer's or Buyer's employees, representatives, agents and contractors activities on the Property under Section 3.7.1. The indemnity obligations of Buyer under this Section 3.7.1.2 shall survive the Closing or termination of this Agreement.

3.7.2 Acceptance of Property "As-Is". Except as otherwise expressly provided herein, Buyer's election to purchase the Property will be based upon and will constitute evidence of Buyer's independent investigation of the Property, and not as a result of any representation(s) made by Seller or any employee, official, consultant or agent of Seller relating to the condition of the Property (unless such statement or representation is expressly and specifically set forth in this Agreement), its use, development potential and suitability for Buyer's intended use, including, without limitation, the following: the feasibility of developing the Property for the purposes intended by Buyer and the conditions of approval for any subdivision map; the size and dimensions of the Property; the availability, cost and adequacy of water, sewerage and any utilities serving or required to serve the Property; the presence and adequacy of current or required infrastructure or other improvements on, near or affecting the Property; any surface, soil, subsoil, fill or other physical conditions of or affecting the Property, such as climate, geological, drainage, air, water or mineral conditions; the condition of title to the Property; the existence of governmental laws, statutes, rules, regulations, ordinances, limitations, restrictions or requirements concerning the use, density, location or suitability of the Property for any existing or proposed development thereof, including, but not limited to, zoning, building, subdivision, environmental or other such regulations; the necessity of availability of any general or specific plan amendments, rezoning, zoning variances, conditional use permits, building permits, environmental impact reports, parcel or subdivision maps and public reports,

requirements of any improvement agreements; requirements of the California Subdivision Map Act, and any other governmental permits, approvals or acts (collectively "Permits"); the necessity or existence of any dedications, taxes, fees, charges, costs or assessments which may be imposed in connection with any governmental regulations or the obtaining of any required Permits; the presence of endangered plant or animal species upon the Property; and all of the matters concerning the condition, use, development or sale of the Property. Seller will not be liable for any loss, damage, injury or claim to any person or property arising from or caused by the development of the Property by Buyer. Buyer hereby waives and releases all claims and demands against Seller for any such loss, damage or injury and agrees to indemnify, defend and hold Seller harmless from and against any and all loss, claim, action, demand, damage, costs and expenses (including reasonable attorney's fees) arising from or related to any such loss, damage, injury or claim.

3.7.3 California Civil Code Section 1542. Buyer hereby acknowledges that it has either consulted with legal counsel, or had an opportunity to consult with legal counsel, regarding, the provisions of California Civil Code Section 1542, which provides:

> "A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."

Buyer acknowledges that with respect to the acquisition of the Property, Buyer may have sustained damage, loss, costs or expenses which are presently unknown and unsuspected, and such damage, loss, costs or expenses which may have been sustained, may give rise to additional damage, loss, costs or expenses in the future. Nevertheless, Buyer hereby acknowledges, represents and warrants that this Agreement has been negotiated and agreed upon in light of that situation, and hereby waives, to the maximum legal extent, any rights accruing to him under Section 1542 or other statute or judicial decision of similar effect.

_____
Buyer's Initials

This acknowledgment and release shall survive the Close of Escrow.

3.8 Termination, Defaults and Remedies.

3.8.1 Exercise of Buyer's Termination Rights. If Buyer's conditions precedent to Close of Escrow do not occur as required in Section 3.5.6 herein, and if Buyer thereby elects to exercise its rights to terminate this Agreement and the Escrow, Buyer may do so by giving written notice of such termination to Seller and Escrow Holder prior to the Close of Escrow. In such event, Buyer shall pay all Escrow Holder and Title Company termination fees and charges (collectively, "Termination Costs"). Upon such termination, all other obligations and liabilities of the Parties under this Agreement that do not specifically survive termination shall cease and terminate.

3.8.2 Exercise of Seller's Termination Rights. If Seller's conditions precedent to Close of Escrow do not occur as required in Section 3.5.7 herein, and if Seller thereby elects to exercise its rights to terminate this Agreement and the Escrow, Seller may do so by giving written notice of such termination to Buyer and Escrow Holder prior to the Close of Escrow. In such event, Buyer shall pay all Termination Costs. Upon such termination, all other obligations and liabilities of the Parties under this Agreement that do not specifically survive termination shall cease and terminate.

3.8.3 Buyer's Breach. If Buyer materially breaches any of its obligations to perform under this Agreement, and fails to cure such breach within a reasonable period of time following written notice from Seller, then Seller, as its sole and exclusive remedy, may terminate this Agreement and the Escrow by giving written notice to Buyer and Escrow Holder. In such event, Buyer shall pay all Termination Costs. Upon such termination, all obligations and liabilities of the Parties under this Agreement that do not specifically survive termination shall cease and terminate. Seller shall have no right to seek specific performance of this Agreement.

_____ _____
Seller's Initials Buyer's Initials

3.8.4 Seller's Breach. If Seller materially breaches any of its obligations to perform under this Agreement, and fails to cure such breach within a reasonable period of time following notice from Buyer, then Buyer, in addition to pursuing any other rights or remedies which Buyer may have at law or in equity, may, at Buyer's option, terminate this Agreement and the Escrow by giving written notice to Seller and Escrow Holder. In such event, Seller shall pay all Termination Costs. Upon such termination, all obligations and liabilities of the Parties under this Agreement that do not specifically survive termination shall cease and terminate.

3.8.5 Return of Documents and Funds; Release of Liability as to Escrow Holder. In the event Escrow Holder receives written notice from Buyer or Seller, prior to Close of Escrow, of its election to terminate the Escrow as provided for in this Section 3.8, then Escrow Holder shall promptly terminate the Escrow and return all documents and funds, less Termination Costs as appropriate, to the Party depositing the same. The Parties hereby release Escrow Holder, and shall hold Escrow Holder free and harmless, from all liabilities associated with such termination, excepting for Escrow Holder's obligations to return documents and funds as provided herein.

_____ _____
Seller's Initials Buyer's Initials

3.9 Seller's Representations and Warranties. Seller hereby represents and warrants to Buyer that the following statements are true and correct as of the Effective Date, and shall be true and correct as of Close of Escrow, and the truth and accuracy of such statements shall constitute a condition precedent to all of Buyer's obligations under this Agreement:

3.9.1 Authority. Seller has full power and authority to own, sell and convey the Property to Buyer and to perform its obligations pursuant to this Agreement. This Agreement and all other documents delivered by Seller to Buyer now or at Close of Escrow have been or

will be duly executed and delivered by Seller and are or will be legal, valid and binding obligations of Seller, sufficient to convey to Buyer good and marketable title to the Property and are enforceable in accordance with their respective terms.

3.9.2 No Unrecorded Possessory Interests; No Agreements or Undertakings. To Seller's current actual knowledge, there are no agreements for occupancy in effect for the Property and no unrecorded possessory interests or unrecorded agreements that would adversely affect Buyer's title to or use of the Property. Seller will not enter into any agreements or undertake any obligations prior to Close of Escrow which will in any way burden, encumber or otherwise affect the Property without the prior written consent of Buyer, including, without limitation, any agreements for occupancy of the Property.

3.9.3 Hazardous Materials. Seller is aware of its obligations under California Health and Safety Code Section 25359.7 to disclose information to Buyer regarding release of hazardous substances on the Property. To Seller's current actual knowledge, Seller has not caused any Hazardous Material to be placed or disposed of on or at the Property or any part thereof in any manner or quantity which would constitute a violation of any Hazardous Materials law, nor has Seller received any written notices that the Property is in violation of any Hazardous Materials law. For purposes of this section, "Hazardous Materials" shall mean any hazardous, toxic or dangerous substance, material, waste, gas or particulate matter which is defined as such for purposes of regulation by any local government authority, the State of California, or the United States Government, including, but not limited to, any material or substance which is (i) defined as a "hazardous waste," "hazardous material," "hazardous substance," "extremely hazardous waste," or "restricted hazardous waste" under any provision of California law, including, without limitation, California Health and Safety Code Sections 25316 and 25317, (ii) petroleum, (iii) asbestos, (iv) polychlorinated biphenyl, (v) radioactive material, (vi) designated as a "hazardous substance" pursuant to Section 311 of the Clean Water Act, 33 U.S.C. Sec. 1251 *et seq*. (33 U.S.C. Sec. 1317), (vii) defined as a "hazardous waste" pursuant to Section 1004 of the Resource Conservation and Recovery Act, 42 U.S.C. Sec. 6901 *et seq*. (42 U.S.C. Sec. 6903), or (viii) defined as a "hazardous substance" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. Sect. 9601 *et seq*. (42 U.S.C. Sec. 9601).

3.9.4 Litigation. To Seller's current actual knowledge, there are no claims, actions, suits or proceedings continuing, pending or threatened against or affecting the Property, or involving the validity or enforceability of this Agreement or of any other documents or instruments to be delivered by Seller at Close of Escrow, at law or in equity, or before or by any federal, state, municipal or other governmental department, board, commission, bureau or instrumentality. Seller is not subject to or in default under any notice, order, writ, injunction, decree or demand of any court or any governmental department, board, commission, bureau or instrumentality.

3.9.5 No Breach. The execution and delivery of this Agreement and the consummation of the transaction contemplated hereby will not violate or result in any breach of or constitute a default under or conflict with or cause any acceleration of any obligation with respect to any provision or restriction of any lien, lease, agreement, contract, instrument, or, according to Seller's knowledge, any order, judgment, award, decree, statute, regulation or

ordinance, or any other restriction of any kind or character to which Seller is a party or by which Seller or the Property are bound.

The covenants, representations and warranties of Seller under this Agreement shall be true on and as of the Close of Escrow and shall survive the recordation of the Grant Deed and the Close of Escrow.

3.10 Miscellaneous.

3.10.1 Notices and Demands. All notices or other communications required or permitted between the Parties hereunder shall be in writing, and shall be (i) personally delivered, (ii) sent by United States registered or certified mail, postage prepaid, return receipt requested, (iii) sent by facsimile transmission with confirmation of receipt, or (iv) sent by nationally recognized overnight courier service (e.g., Federal Express or United Parcel Service), addressed to the Party to whom the notice is given at the addresses provided below, subject to the right of any Party to designate a different address for itself by notice similarly given. Any notice so given by registered or certified United States mail shall be deemed to have been given on the third business day after the same is deposited in the United States mail. Any notice not so given by registered or certified mail, such as notices delivered by personal delivery, facsimile transmission or courier service, shall be deemed given upon receipt, rejection or refusal of the same by the Party to whom the notice is given. Rejection or other refusal to accept or the inability to deliver because of changed address of which no notice was given shall be deemed to constitute receipt of the notice or other communication sent.

To Buyer:	Rexco-Hayward, LLC 2518 North Santiago Blvd. Orange, CA 92867 Telephone: (714) 998-3400
To Seller:	City of Corona 400 South Vicentia Avenue Corona, CA 92882 Attn: Tom Koper, Acting Public Works Director Telephone: (951) 736-2437 Facsimile: (951) 736-2493
With Copy to:	City of Corona 400 South Vicentia Avenue Corona, CA 92882 Attn: Dean Derleth, City Attorney Telephone: (951) 279-3505 Facsimile: (951) 736-2493
To Title Company:	First American Title Insurance Company 3281 East Guasti Road, Suite 440 Ontario, CA 91760 Telephone: (909) 510-6220

Facsimile: (877) 461-2090

3.10.2 Mutual Indemnification. Buyer agrees to defend, indemnify and hold Seller free and harmless from and against any and all claims, damages and liabilities related to Buyer's use of the Property and arising from facts and circumstances occurring following Close of Escrow. Seller agrees to defend, indemnify and hold Buyer free and harmless from and against any and all claims, damages and liabilities related to Seller's use of the Property and arising from facts and circumstances occurring prior to Close of Escrow. The indemnity obligations described above will be for the benefit of and binding upon the Parties, their successors and assigns, officers, employees and representatives, and will survive Close of Escrow and the recordation of the Grant Deed.

3.10.3 Possession; Risk of Loss. Buyer shall be entitled to sole possession of the Property immediately upon Close of Escrow. All risk of loss or damage to the Property will pass from the Seller to the Buyer at the Close of Escrow. If improvements on the Property are materially damaged or destroyed prior to Close of Escrow due to an insured casualty, Seller will assign to Buyer all insurance proceeds and the Purchase Price will be reduced by the amount of any deductible. Seller covenants and agrees that it will keep the Property fully insured through Close of Escrow. If the Property is materially damaged or destroyed prior to Close of Escrow due to an uninsured casualty, Buyer may elect to terminate this Agreement as provided in Section 3.8.1 above.

3.10.4 Brokers and Sales Commissions. If either Party elects to use the services of a real estate broker, sales person or finder, the Party that has obligated itself in writing with respect to such services shall deposit with Escrow Holder (or, with respect to Seller, the payment to Seller at Closing will be debited) in an amount sufficient to satisfy all brokerage commissions and finder's fees for which such Party has become obligated. Seller and Buyer shall each indemnify, protect, defend and hold harmless the other Party and its successors hereunder from and against any and all claims, liabilities, obligations, losses, damages, costs and expenses, including, without limitation, reasonable attorneys' fees, court costs and litigation expenses, arising from or in connection with any sales or brokerage commissions, finder's fees or other commissions which are (or are claimed to be) payable in connection with the transaction which is the subject of this Agreement by reason of the actions (or alleged actions) of such indemnifying Party.

3.10.5 Survival of Covenants. The covenants, representations and warranties of both Buyer and Seller set forth in this Agreement shall survive the recordation of the Grant Deed and the Close of Escrow.

3.10.6 Required Actions of Buyer and Seller. Buyer and Seller agree to execute such instruments and documents and to diligently undertake such actions as may be required in order to consummate the purchase and sale herein contemplated and shall use their best efforts to accomplish the Close of Escrow in accordance with the provisions hereof.

3.10.7 Time of Essence. Time is of the essence of each and every term, condition, obligation and provision hereof.

3.10.8 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument.

3.10.9 Captions. Any captions to, or headings of, the paragraphs or subparagraphs of this Agreement are solely for the convenience of the Parties, are not a part of this Agreement, and shall not be used for the interpretation or determination of the validity of this Agreement or any provision hereof.

3.10.10 No Obligations to Third Parties. Except as otherwise expressly provided herein, the execution and delivery of this Agreement shall not be deemed to confer any rights upon, nor obligate any of the Parties to, any person or entity other than the Parties.

3.10.11 Exhibits. The Exhibits attached hereto are hereby incorporated herein by this reference.

3.10.12 Waiver. The waiver or failure to enforce any provision of this Agreement shall not operate as a waiver of any future breach of any such provision or any other provision hereof.

3.10.13 Applicable Law. All questions with respect to this Agreement, and the rights and liabilities of the Parties and venue hereto, shall be governed by the laws of the State of California. Any and all legal actions sought to enforce the terms and provisions of the Agreement shall be brought in the courts of the County of Riverside.

3.10.14 Assignment. Buyer shall have the right, in its sole discretion, to assign this Agreement, and any right or obligation herein, to any party of its choice without the prior consent or approval of Seller. Seller shall not assign this Agreement, or any right or obligation herein, to any party without the prior written consent of Buyer, which consent may be given or withheld in Buyer's sole discretion.

3.10.15 Successors and Assigns. Subject to the provisions of Section 3.10.14 above, this Agreement shall be binding upon and shall inure to the benefit of the successors and assigns of the Parties hereto.

3.10.16 Ratification. Seller's obligation to convey title to the Property to Buyer, as provided herein, are subject to the approval and ratification of this Agreement by the Seller's governing body on or before the Closing Date, or Extended Closing Date, if any. In the event Seller's governing body fails to ratify this Agreement prior to the Closing Date, or Extended Closing Date, if any, then Seller may terminate this Agreement and the Escrow as provided in Section 3.8.2 herein.

3.10.17 Severability. If any term or provision of this Agreement shall be held invalid or unenforceable, the remainder of this Agreement shall not be affected.

3.10.18 Construction. This Agreement will be liberally construed to effectuate the intention of the Parties with respect to the transaction described herein. In determining the meaning of, or resolving any ambiguity with respect to, any word, phrase or

provision of this Agreement, neither this Agreement nor any uncertainty or ambiguity herein will be construed or resolved against either Party (including the Party primarily responsible for drafting and preparation of this Agreement), under any rule of construction or otherwise, it being expressly understood and agreed that the Parties have participated equally or have had an equal opportunity to participate in the drafting thereof.

3.10.19 Business Days. Except as otherwise provided in this Agreement, if any date specified in this Agreement for the Closing Date or for the commencement or expiration of time periods for termination or approvals or for notice occurs on a day other than a Business Day, then any such date shall be postponed to the following Business Day. As used herein, "Business Day" shall mean any day other than a Saturday, Sunday or holiday observed by national banks or the Title Insurer.

3.10.20 Legal Fees. Each Party shall be responsible for payment of its own attorneys' fees with respect to the negotiation and preparation of this Agreement and processing of the escrow. In the event of the bringing of any action or proceeding to enforce or construe any of the provisions of this Agreement, the prevailing Party in such action or proceeding, whether by final judgment or out of court settlement, shall be entitled to have and recover of and from the other Party all reasonable costs and expenses of suit.

3.10.21 Fees and Other Expenses. Except as otherwise provided herein, each of the Parties shall pay its own fees and expenses in connection with this Agreement.

3.10.22 Entire Agreement. This Agreement supersedes any prior agreements, negotiations and communications, oral or written, and contains the entire agreement between Buyer and Seller as to the subject matter hereof. No subsequent agreement, representation, or promise made by either Party hereto, or by or to an employee, officer, agent or representative of either Party, shall be of any effect unless it is in writing and executed by the Party to be bound thereby.

3.10.23 Amendment to this Agreement. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by each of the Parties hereto.

[SIGNATURES ON FOLLOWING 2 PAGES]

SELLER'S SIGNATURE PAGE FOR

CITY OF CORONA
AGREEMENT
OF PURCHASE AND SALE
AND JOINT ESCROW INSTRUCTIONS
(APN(S): 115-590-013 (portion))

IN WITNESS WHEREOF, the Seller has executed this Agreement as of the date set forth below.

CITY OF CORONA
a California municipal corporation

By: _____ _____
Jacob Ellis Date
City Manager

Attest:

_____
Sylvia Edwards
City Clerk

Approved as to Form:

_____
Dean Derleth
City Attorney

BUYER'S SIGNATURE PAGE FOR

CITY OF CORONA
AGREEMENT
OF PURCHASE AND SALE
AND JOINT ESCROW INSTRUCTIONS
(APN(S): 115-590-013 (portion))

IN WITNESS WHEREOF, the Buyer has executed this Agreement as of the latest date set forth below.

REXCO-HAYWARD, LLC
a California limited liability company

By: _____ _____
Larry R. Haupert Date
General Manager

EXHIBIT "A"

LEGAL DESCRIPTION AND DEPICTION OF PROPERTY

Real property in the County of Riverside, State of California, described as follows:

SEE ATTACHED FOUR (4) PAGES

EXHIBIT "A"
LEGAL DESCRIPTION

THAT PORTION OF DETAIL # 4 AS SHOWN ON THE MAP OF RELINQUISHMENT RECORDED MAY 20, 1960 IN BOOK 2, PAGE 170 OF STATE HIGHWAY MAPS AND THAT PORTION OF SECTION 30, TOWNSHIP 3 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SECTIONALIZED SURVEY OF RANCHO EL SOBRANTE DE SAN JACINTO, ON FILE INBOOK 7 OF MAPS, PAGE 10, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF THAT PARCEL OF LAND DESCRIBED IN A DEED RECORDED APRIL 29, 1964 AS INSTRUMENT 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 33°41'48" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL, 40.24 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE PARCEL DESCRIBED IN LOT LINE ADJUSTMENT 98-10 RECORDED SEPTEMBER 14, 1998 AS INSTRUMENT NO. 3893265, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 43°44'36" WEST ALONG SAID SOUTHWESTERLY LINE, 329.11 FEET TO A POINT ON A TANGENT 970.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLYTO A POINT TO WHICH A RADIAL LINE BEARS SOUTH 46°15'24" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE 35.66 FEET THROUGH A CENTRAL ANGLE OF 2°06'23" TO A POINT TO WHICH A RADIAL LINE BEARS SOUTH 48°21'47" WEST, SAID POINT BEING ON THE SOUTHEASTERLY LINE OF THAT PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED SEPTEMBER 17, 1959 IN BOOK 2546, PAGE 65 AS INSTRUMENT 79572, OFFICIAL RECORDS OF SAID COUNTY;

THENCE NORTH 48°21'45" EAST ALONG SAID SOUTHEASTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA, 9.95 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA SAID POINT BEING ON A 960 FOOT RADIUS NON-TANGENT CURVE TO WHICH A RADIAL LINE BEARS SOUTH 48°21'45" WEST;

THENCE NORTH 32°05'46" WEST ALONG SAID NORTHEASTERLY LINE, 58.04 FEET TO A POINT ON A 500 FOOT RADIUS CURVE CONCAVE SOUTHEASTERLY TO WHICH A RADIAL LINE BEARS NORTH 60°14'08" WEST, SAID CURVE BEING THE NORTH LINE PER CALIFORNIA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP;

THENCE SOUTHWESTERLY ALONG SAID 500 FOOT CURVE 63.32 FEET THROUGH A CENTRAL ANGLE OF 7°15'21" TO A POINT OF COMPOUND CURVATURE ON A 1500 FOOT RADIUS CURVE TO WHICH A RADIAL LINE BEARS NORTH 67°29'29" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE 38.19 FEET THROUGH A CENTRAL ANGLE OF 1°27'31" TO A POINT ON THE SOUTHWESTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA PER DEED RECORDED FEBRUARY 10, 1959 IN BOOK2411, PAGE 566, OFFICIAL RECORDS OF RIVERRSIDE COUNTY, TO WHICH A RADIAL LINE BEARS NORTH 68°57'00" WEST;

THENCE SOUTH 37°24'47" EAST ALONG SAID SOUTHWESTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 85.39 FEET;

THENCE SOUTH 45°21'05" EAST ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 90.37 FEET TO THE SOUTH WEST CORNER OF SAID PARCEL;

THENCE NORTH 48°21'45" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 9.83 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THAT PORTION OF LAND DESCRIBED IN A DEED RECORDED APRIL 29, 1964 AS INSTRUMENT NO. 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE SOUTH 44°44'47" EAST ALONG SAID SOUTHWESTERLY LINE, 351.08 FEET;

THENCE SOUTH 53°54'31" EAST, 24.73 FEET THE **POINT OF BEGINNING.**

THE BEARINGS OF THIS LEGAL DESCRIPTION ARE BASED ON THE BEARING OF NORTH 33°43'13" EAST FOR THE NORTHWESTERLY LINE OF THAT PARCEL LAND DESCRIBED IN DEED RECORDED APRIL 29, 1964 AS INSTRUMENT 52724, SAID LINE ALSO BEING THE NORTHWESTERLY LINE OF THAT PARCEL DESCRIBED IN LOT LINE ADJUSTMENT NO. 98-10, RECORDED SEPTEMBER 14, 1998 AS INSTRUMENT NO. 389326, OFFICIAL RECORDS OF SAID COUNTY.

THE AREA OF THIS PARCEL CONTAINS 32,849 SQUARE FEET (0.75 ACRES) MORE OR LESS.

SEE ATTACHED EXHIBIT "A" HEREWITH AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DOCUMENT WAS PREPARED UNDER SUPERVISION OF:

DENNIS C. FARNSWORTH
RCE: 31653 EXP. 12/31/2020

3/26/2020
DATE

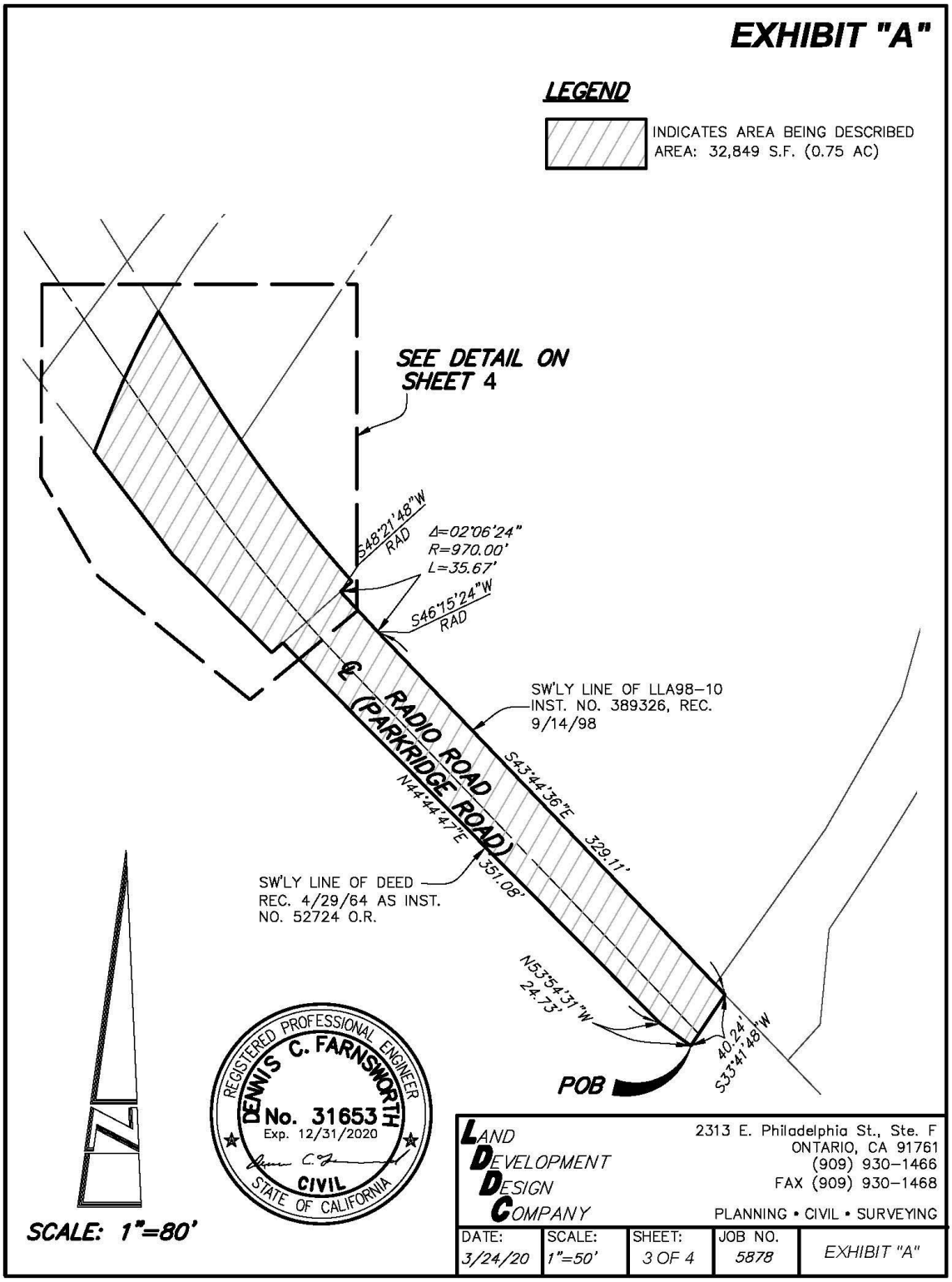


EXHIBIT "A"
LEGEND
INDICATES AREA BEING DESCRIBED
AREA: 32,849 S.F. (0.75 AC)
SEE DETAIL ON SHEET 4
S48°21'48"W
RAD
Δ=02°06'24"
R=970.00'
L=35.67'
S46°15'24"W
RAD
℄ RADIO ROAD
(PARKRIDGE ROAD)
SW'LY LINE OF LLA98-10
INST. NO. 389326, REC.
9/14/98
S43°44'36"E
329.11'
N44°44'47"E
351.08'
SW'LY LINE OF DEED
REC. 4/29/64 AS INST.
NO. 52724 O.R.
N53°54'31"W
24.73'
40.24'
S33°41'48"W
POB
REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA
SCALE: 1"=80'
LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING
DATE: 3/24/20
SCALE: 1"=50'
SHEET: 3 OF 4
JOB NO. 5878
EXHIBIT "A"

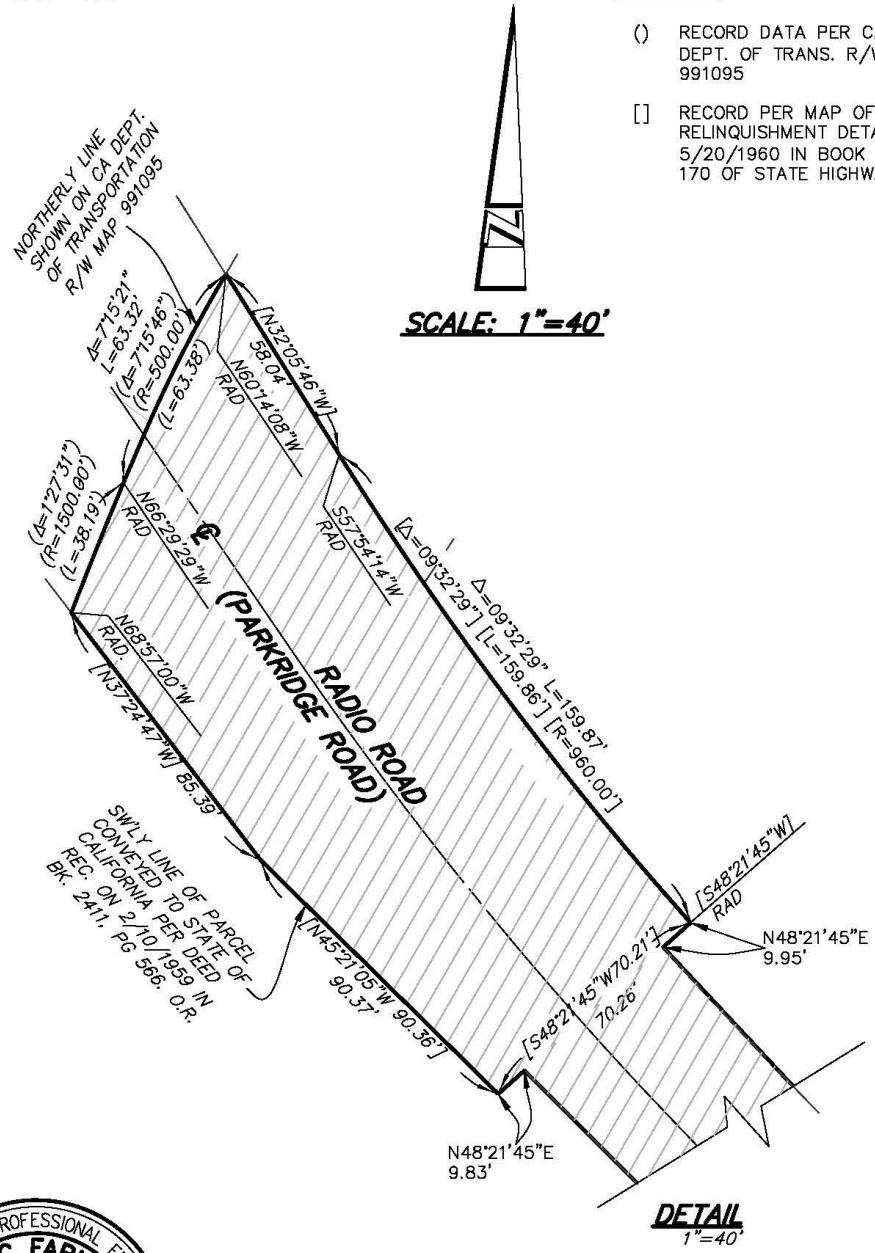
EXHIBIT "A"

LEGEND

() RECORD DATA PER CALIFORNIA DEPT. OF TRANS. R/W MAP 991095

[] RECORD PER MAP OF RELINQUISHMENT DETAIL #4 RE. 5/20/1960 IN BOOK 2. PAGE 170 OF STATE HIGHWAY MAP.

SCALE: 1"=40'



DETAIL
1"=40'

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	
3/24/20	AS NOTED	4 OF 4	5878	EXHIBIT "A"

EXHIBIT "B"

EASEMENT DEED FOR INGRESS AND EGRESS

SEE ATTACHED FIFTEEN (15) OF PAGES

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

City of Corona [PW]
400 S. Vicentia Ave.
Corona, CA 92882

Fee Exempt under Gov. Code Section 27383

Above Space for Recorder's Use
Exempt from Documentary Transfer Tax Pursuant to R&T Code § 11922

EASEMENT DEED FOR INGRESS AND EGRESS

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **CITY OF CORONA**, a California municipal corporation ("Grantor") does hereby grant and convey to **STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION**, a state agency and its heirs, successors and assigns ("Grantee"), a non-exclusive, easement for ingress and egress and incidental purposes over, under, along and across real property more particularly described and depicted in **Exhibit "A"** attached hereto and incorporated herein by reference ("Burdened Property"). The easement granted herein is appurtenant to and for the benefit of the real property more particularly described and depicted in **Exhibit "B"** attached hereto and incorporated herein by reference ("Benefited Property").

The easement granted herein is described as a portion of the Burdened Property and is more specifically described in **Exhibit "C"** attached hereto and incorporated herein by reference ("Easement Area").

This easement shall run with the lands described above and for the sole benefit of the Benefited Property and shall bind the heirs, successors and assigns of Grantor and Grantee, and the County Recorder is hereby instructed to index this Easement Deed for Ingress and Egress in the grantor/grantee index under the names of the respective parties.

Nothing herein is intended to prohibit use of the Easement Area by Grantor provided that such use does not interfere with the use of the Easement Area for the benefit of Benefited Property. Grantor shall be responsible for maintaining the Easement Area.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, Grantor has caused its name to be affixed hereto and this instrument to be executed by its duly authorized officer.

CITY OF CORONA
a California municipal corporation

By: _____ _____
Jacob Ellis Date
City Manager

Attest:

_____
Sylvia Edwards
City Clerk

Approved as to Form:

_____
Dean Derleth
City Attorney

NOTARY ACKNOWLEDGMENT
(California All-Purpose Acknowledgment)

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On _____, 2020 before me, _____, notary public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

(Place Notary Seal above)

EXHIBIT A TO EASEMENT DEED FOR INGRESS AND EGRESS

LEGAL DESCRIPTION AND DEPICTION OF BURDENED PROPERTY

SEE ATTACHED FOUR (4) PAGES

EXHIBIT "A"
LEGAL DESCRIPTION

THAT PORTION OF DETAIL # 4 AS SHOWN ON THE MAP OF RELINQUISHMENT RECORDED MAY 20, 1960 IN BOOK 2, PAGE 170 OF STATE HIGHWAY MAPS AND THAT PORTION OF SECTION 30, TOWNSHIP 3 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SECTIONALIZED SURVEY OF RANCHO EL SOBRANTE DE SAN JACINTO, ON FILE INBOOK 7 OF MAPS, PAGE 10, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF THAT PARCEL OF LAND DESCRIBED IN A DEED RECORDED APRIL 29, 1964 AS INSTRUMENT 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 33°41'48" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL, 40.24 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE PARCEL DESCRIBED IN LOT LINE ADJUSTMENT 98-10 RECORDED SEPTEMBER 14, 1998 AS INSTRUMENT NO. 3893265, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 43°44'36" WEST ALONG SAID SOUTHWESTERLY LINE, 329.11 FEET TO A POINT ON A TANGENT 970.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLYTO A POINT TO WHICH A RADIAL LINE BEARS SOUTH 46°15'24" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE 35.66 FEET THROUGH A CENTRAL ANGLE OF 2°06'23" TO A POINT TO WHICH A RADIAL LINE BEARS SOUTH 48°21'47" WEST, SAID POINT BEING ON THE SOUTHEASTERLY LINE OF THAT PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED SEPTEMBER 17, 1959 IN BOOK 2546, PAGE 65 AS INSTRUMENT 79572, OFFICIAL RECORDS OF SAID COUNTY;

THENCE NORTH 48°21'45" EAST ALONG SAID SOUTHEASTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA, 9.95 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA SAID POINT BEING ON A 960 FOOT RADIUS NON-TANGENT CURVE TO WHICH A RADIAL LINE BEARS SOUTH 48°21'45" WEST;

THENCE NORTH 32°05'46" WEST ALONG SAID NORTHEASTERLY LINE, 58.04 FEET TO A POINT ON A 500 FOOT RADIUS CURVE CONCAVE SOUTHEASTERLY TO WHICH A RADIAL LINE BEARS NORTH 60°14'08" WEST, SAID CURVE BEING THE NORTH LINE PER CALIFORNIA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP;

THENCE SOUTHWESTERLY ALONG SAID 500 FOOT CURVE 63.32 FEET THROUGH A CENTRAL ANGLE OF 7°15'21" TO A POINT OF COMPOUND CURVATURE ON A 1500 FOOT RADIUS CURVE TO WHICH A RADIAL LINE BEARS NORTH 67°29'29" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE 38.19 FEET THROUGH A CENTRAL ANGLE OF 1°27'31" TO A POINT ON THE SOUTHWESTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA PER DEED RECORDED FEBRUARY 10, 1959 IN BOOK2411, PAGE 566, OFFICIAL RECORDS OF RIVERRSIDE COUNTY, TO WHICH A RADIAL LINE BEARS NORTH 68°57'00" WEST;

THENCE SOUTH 37°24'47" EAST ALONG SAID SOUTHWESTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 85.39 FEET;

THENCE SOUTH 45°21'05" EAST ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 90.37 FEET TO THE SOUTH WEST CORNER OF SAID PARCEL;

THENCE NORTH 48°21'45" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 9.83 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THAT PORTION OF LAND DESCRIBED IN A DEED RECORDED APRIL 29, 1964 AS INSTRUMENT NO. 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE SOUTH 44°44'47" EAST ALONG SAID SOUTHWESTERLY LINE, 351.08 FEET;

THENCE SOUTH 53°54'31" EAST, 24.73 FEET THE **POINT OF BEGINNING.**

THE BEARINGS OF THIS LEGAL DESCRIPTION ARE BASED ON THE BEARING OF NORTH 33°43'13" EAST FOR THE NORTHWESTERLY LINE OF THAT PARCEL LAND DESCRIBED IN DEED RECORDED APRIL 29, 1964 AS INSTRUMENT 52724, SAID LINE ALSO BEING THE NORTHWESTERLY LINE OF THAT PARCEL DESCRIBED IN LOT LINE ADJUSTMENT NO. 98-10, RECORDED SEPTEMBER 14, 1998 AS INSTRUMENT NO. 389326, OFFICIAL RECORDS OF SAID COUNTY.

THE AREA OF THIS PARCEL CONTAINS 32,849 SQUARE FEET (0.75 ACRES) MORE OR LESS.

SEE ATTACHED EXHIBIT "A" HEREWITH AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DOCUMENT WAS PREPARED UNDER SUPERVISION OF:

DENNIS C. FARNSWORTH
RCE: 31653 EXP. 12/31/2020

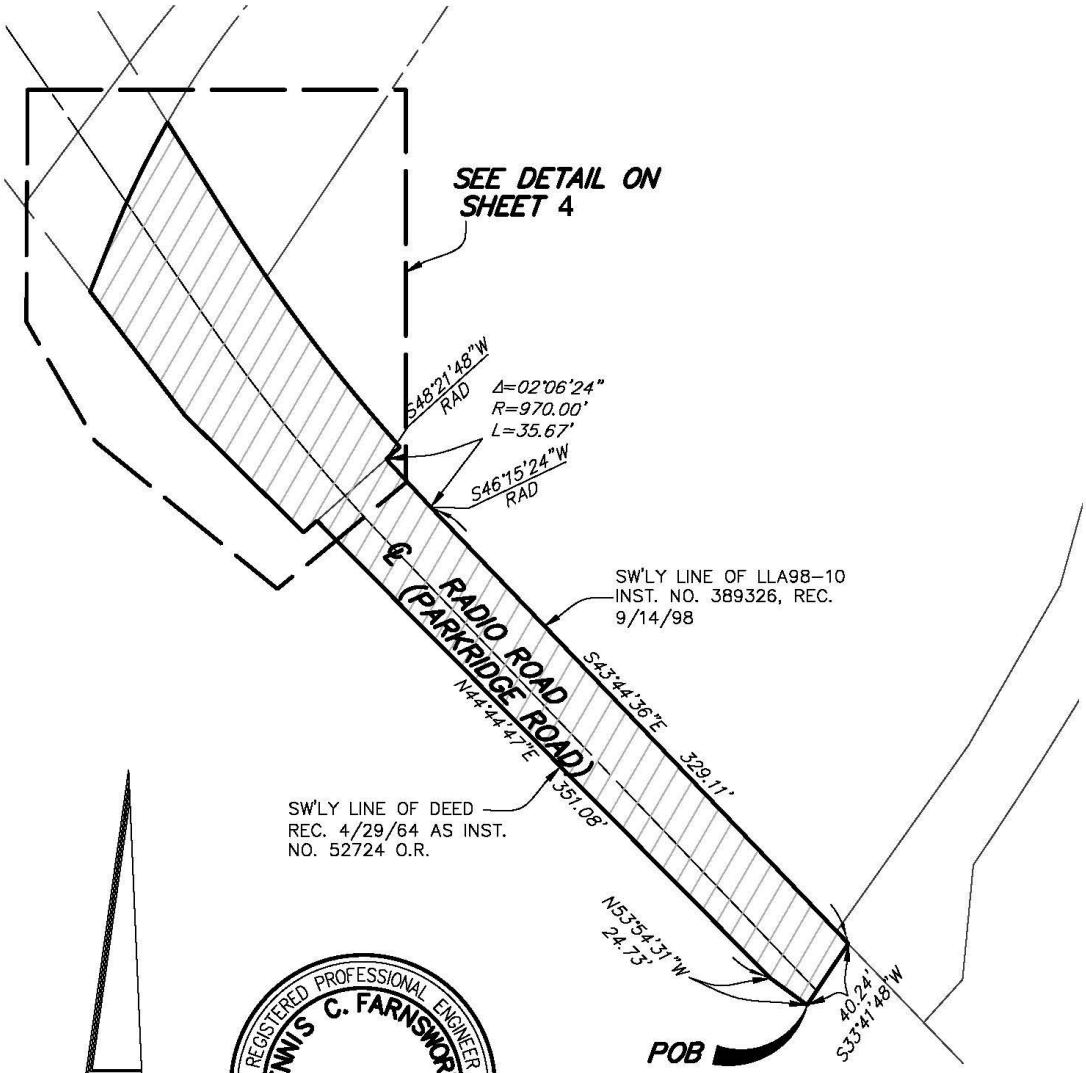
3/26/2020
DATE

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

EXHIBIT "A"

LEGEND

INDICATES AREA BEING DESCRIBED
AREA: 32,849 S.F. (0.75 AC)



SCALE: 1"=80'

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

LAND DEVELOPMENT DESIGN COMPANY

2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468

PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	
3/24/20	1"=50'	3 OF 4	5878	EXHIBIT "A"

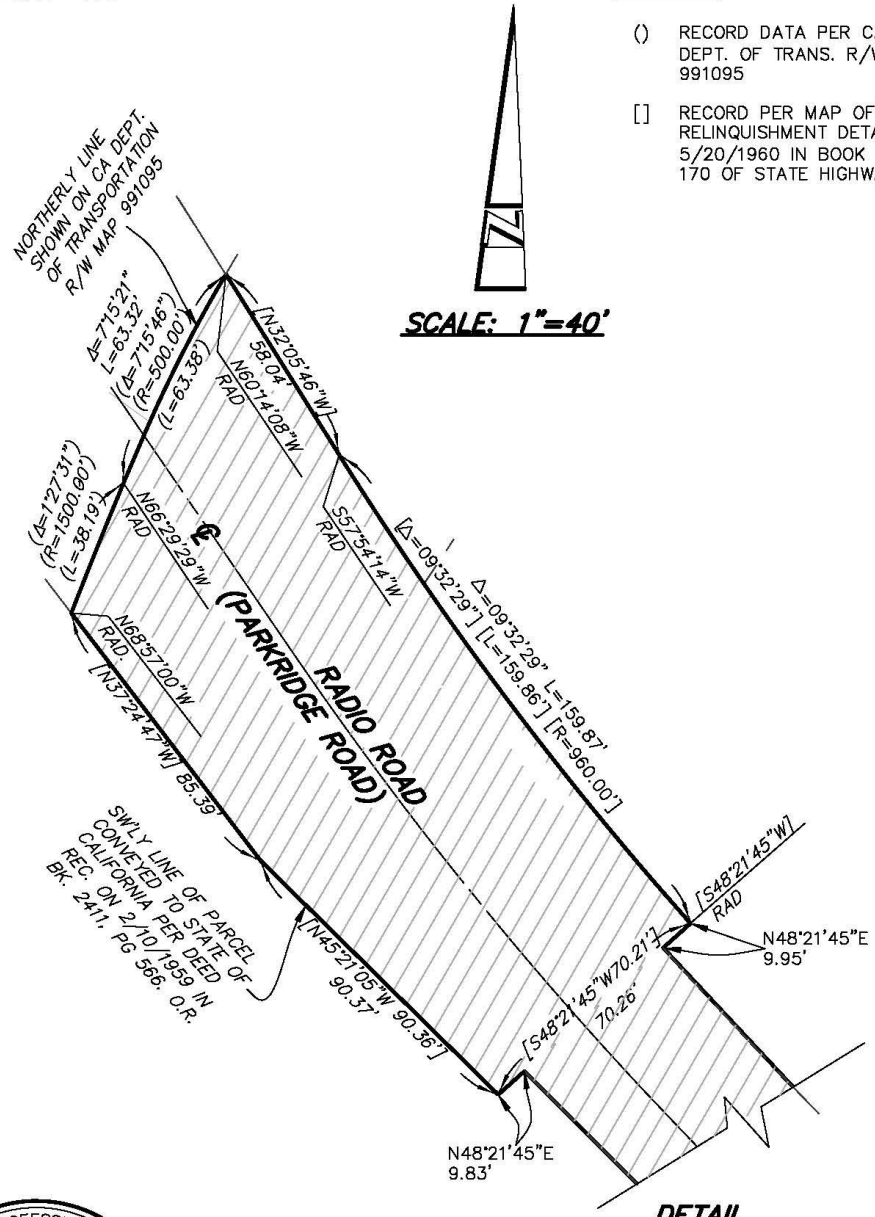
EXHIBIT "A"

LEGEND

() RECORD DATA PER CALIFORNIA DEPT. OF TRANS. R/W MAP 991095

[] RECORD PER MAP OF RELINQUISHMENT DETAIL #4 RE. 5/20/1960 IN BOOK 2. PAGE 170 OF STATE HIGHWAY MAP.

SCALE: 1"=40'



DETAIL
1"=40'

REGISTERED PROFESSIONAL ENGINEER
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DATE:	SCALE:	SHEET:	JOB NO.	
3/24/20	AS NOTED	4 OF 4	5878	EXHIBIT "A"

EXHIBIT B TO EASEMENT DEED FOR INGRESS AND EGRESS

LEGAL DESCRIPTION AND DEPICTION OF BENEFITTED PROPERTY

SEE ATTACHED ONE (1) PAGE

EXHIBIT "B"
LEGAL DESCRIPTION

THAT PORTION OF DETAIL # 4 AS SHOWN ON THE MAP OF RELINQUISHMENT RECORDED MAY 20, 1960 IN BOOK 2, PAGE 170 OF STATE HIGHWAY MAPS. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF PARCEL 1 OF RECORD OF SURVEY RECORDED IN BOOK 52, PAGE 68, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE SOUTH 33°43'13" WEST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL 1, ALSO BEING THE NORTHWESTERLY LINE OF THAT PARCEL PER DEED RECORDED APRIL 29, 1964 AS INSTRUMENT NO. 52724, OFFICIAL RECORDS OF SAID COUNTY, 271.97 FEET TO A POINT ON A 960 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY TO WHICH A RADIAL LINE BEARS SOUTH 55°23'20" WEST, SAID CURVE BEING THE NORTHEASTERLY LINE OF THAT PARCEL CONVEYED TO THE STATE OF CALIFORNIA PER DEED RECORDED SEPTEMBER 17, 1959 IN BOOK 2546, PAGE 65 AS INSTRUMENT 79572, OFFICIAL RECORDS OF SAID COUNTY;

THENCE NORTHWESTERLY ALONG SAID CURVE 42.14 FEET THROUGH A CENTRAL ANGLE OF 02°30'54";

THENCE NORTH 32°05'46" WEST ALONG SAID NORTHEASTERLY LINE, 58.04 FEET TO A POINT TO A POINT ON A NON-TANGENT 500 FOOT RADIUS CURVE CONCAVE SOUTHEASTERLY TO WHICH A RADIAL LINE BEARS NORTH 60°14'08" WEST, SAID POINT BEING ON SAID NORTHEASTERLY LINE OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA; SAID POINT BEING THE **TRUE POINT OF BEINNING;**

THENCE SOUTHWESTERLY ALONG SAID 500 FOOT CURVE 63.32 FEET THROUGH A CENTRAL ANGLE OF 7°15'21" TO A POINT OF COMPUND CURVATURE ON A 1,500 FOOT RADIUS CORVE CONCAVE SOUTHEASTERLY TO WHICH A RADIAL LINE BEARS NORTH 67°29'29" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE 38.19 FEET THROUGH A CENTRAL ANGLE OF 1°27'31" TO WHICH A RADIAL LINE BEARS NORTH 68°57'00", SAID POINT BEING ON THE SOUTHWESTERLY LINE OF THAT PARCEL CONVEYED TO THE STATE OF CALIFORNIA PER DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, OFFICAL RECORDS OF SAID COUNTY;

THENCE NORTH 37°24'47" WEST ALONG SAID SOUTHWESTERLY LINE, 505.19 FEET TO THE SOUTHERLY RIGHT-WAY LINE OF STATE ROUTE 91 FREEWAY;

THENCE NORTH 72°32'23" EAST ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, 135.92 FEET TO A POINT ON THE NORHTEASTERLY LINE OF THE RELINQUISHED PARCEL;

THENCE SOUTH 32°05'46" EAST ALONG SAID NORTHEASTERLY LINE, 470.83 FEET TO THE **TRUE POINT OF BEGINNING;**

THIS DOCUMENT WAS PREPARED UNDER SUPERVISION OF:

DENNIS C. FARNSWORTH — DATE 3/26/2020
RCE: 31653 EXP. 12/31/2020

EXHIBIT C TO EASEMENT DEED FOR INGRESS AND EGRESS

LEGAL DESCRIPTION AND DEPICTION OF EASEMENT AREA

SEE ATTACHED FOUR (4) PAGES

EXHIBIT "C"

LEGAL DESCRIPTION

AN EASEMENT FOR ACCESS PURPOSES IN FAVOR OF STATE OF CALIFORNIA OVER THAT PORTION OF RADIO ROAD RIGHT-OF-WAY (FORMERLY KNOWN AS PARKRIDGE ROAD) SECTION 30, TOWNSHIP 3 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN AS SHOWN ON SECTIONALIZED SURVEY OF RANCHO EL SOBRANTE DE SAN JACINTO, ON FILE IN BOOK 7 OF MAPS, PAGE 10, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, AND THAT PORTION OF DETAIL #4 AS SHOWN ON THE MAP OF RELINQUISHMENT RECORDED MAY 20, 1960 IN BOOK 2 PAGE 170 OF STATE HIGHWAY MAPS, MORE PARTICULARLY DESCRIBED AS FOLLOW:

BEGINNING AT THE CENTERLINE INTERSECTION OF SAID RADIO ROAD AND THE SOUTHERLY RIGHT-OF-WAY LINE OF 91 FREEWAY;

THENCE SOUTH 34°26'00' EAST ALONG SAID CENTERLINE OF RADIO ROAD, 454.32 FEET TO A POINT ON A NON-TANGENT 500.00 FOOT RADIUS CURVE CONCAVE SOUTHEASTERLY TO WHICH A RADIAL LINE BEARS NORTH 65°52'11" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE 14.18 FEET THROUGH A CENTRAL ANGLE OF 01°37'29" TO A POINT ON A COMPOUND CURVATURE OF A 1500.00 FOOT RADIUS CURVE TO WHICH A RADIAL LINE BEARS NORTH 67°29'40" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE 3.93 FEET THROUGH A CENTRAL ANGLE OF 00°09'00" TO A POINT TO WHICH A RADIAL LINE BEARS NORTH 67°38'40" WEST, SAID POINT BEING THE **TRUE POINT OF BEGINNING;**

THENCE SOUTH 67°17'53" EAST, 24.26 FEET;

THENCE SOUTH 37°25'14" EAST, 82.23 FEET;

THENCE SOUTH 45°21'32" EAST, 32.00 FEET;

THENCE SOUTH 43°00'43" EAST, 53.67 FEET;

THENCE SOUTH 44°44'47" EAST, 59.65 FEET TO A POINT A NON-TANGENT 52.00 FOOT RADIUS CURVE CONCAVE SOUTHERLY TO WHICH A RADIAL LINE BEARS NORTH 05°20'30" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE 26.71 FEET THROUGH A CENTRAL ANGLE OF 29°25'39" TO A POINT TO WHICH A RADIAL LINE BEARS NORTH 34°46'09" WEST;

THENCE NORTH 44°44'47" WEST, 48.98 FEET;

THENCE NORTH 43°00'43" WEST, 53.54 FEET;

THENCE NORTH 45°21'32" WEST, 33.17 FEET;

THENCE NORTH 37°25'14" WEST, 77.49 FEET;

THENCE NORTH 67°17'53" WEST, 17.52 FEET TO A POINT ON A NON-TANGENT 1500.00 FOOT RADIUS CURVE CONCAVE EASTERLY TO WHICH A RADIAL LINE BEARS NORTH 68°33'41" WEST;

THENCE NORTHEASTERLY ALONG SAID CURVE 24.01 FEET THROUGH A CENTRAL ANGLE OF 00°55'01" TO A POINT TO WHICH A RADIAL LINE BEARS NORTH 67°38'40" WEST, SAID POINT BEING THE **TRUE POINT OF BEGINNING;**

THE AREA OF THIS PARCEL CONTAINS 5,760 SQUARE FEET (0.13 ACRES) MORE OR LESS.

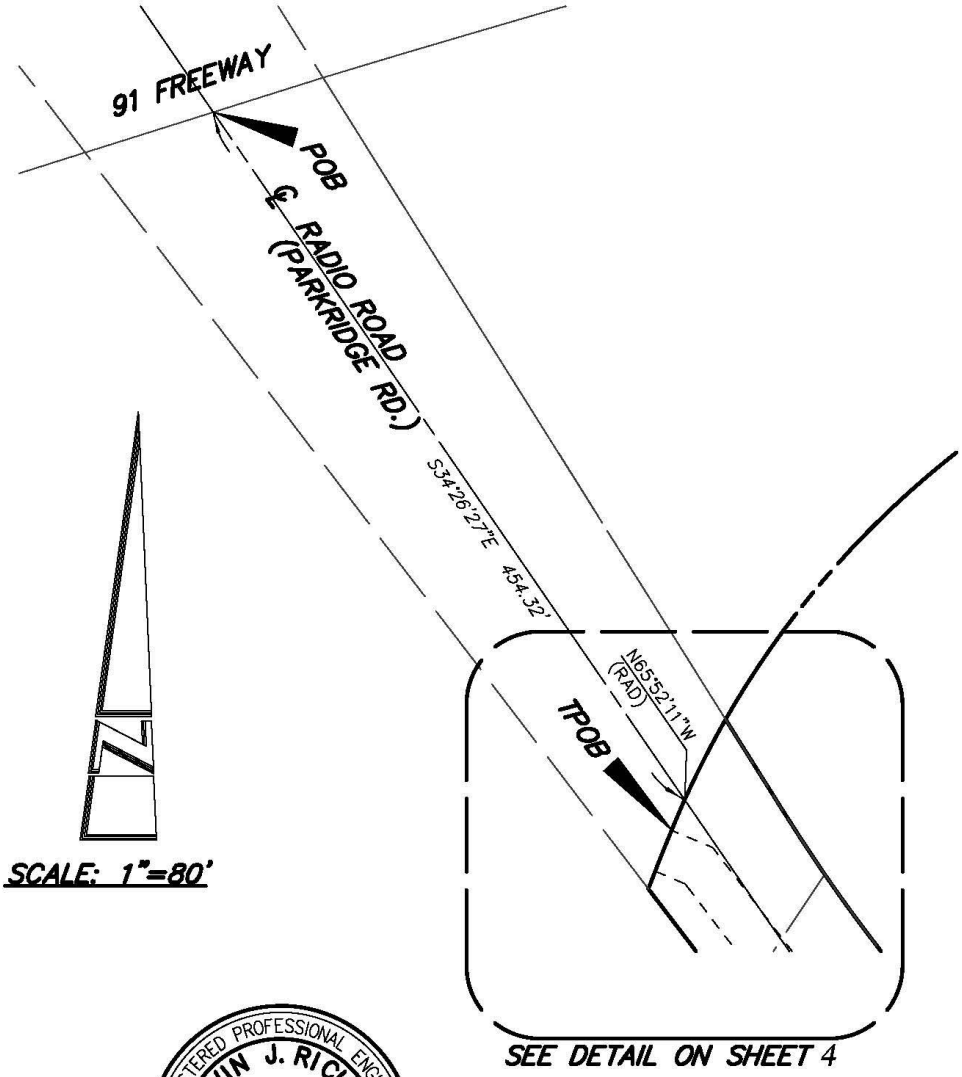
SEE ATTACHED EXHIBIT "C" HEREWITH AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DOCUMENT WAS PREPARED UNDER SUPERVISION OF:

DENNIS C. FARNSWORTH
RCE: 31653 EXP. 12/31/20

3/26/2020
DATE

EXHIBIT "C"



SCALE: 1"=80'

REGISTERED PROFESSIONAL ENGINEER
KEVIN J. RICHER
No. 43714
Exp. 3/31/2021
CIVIL
STATE OF CALIFORNIA

LAND DEVELOPMENT DESIGN COMPANY

2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
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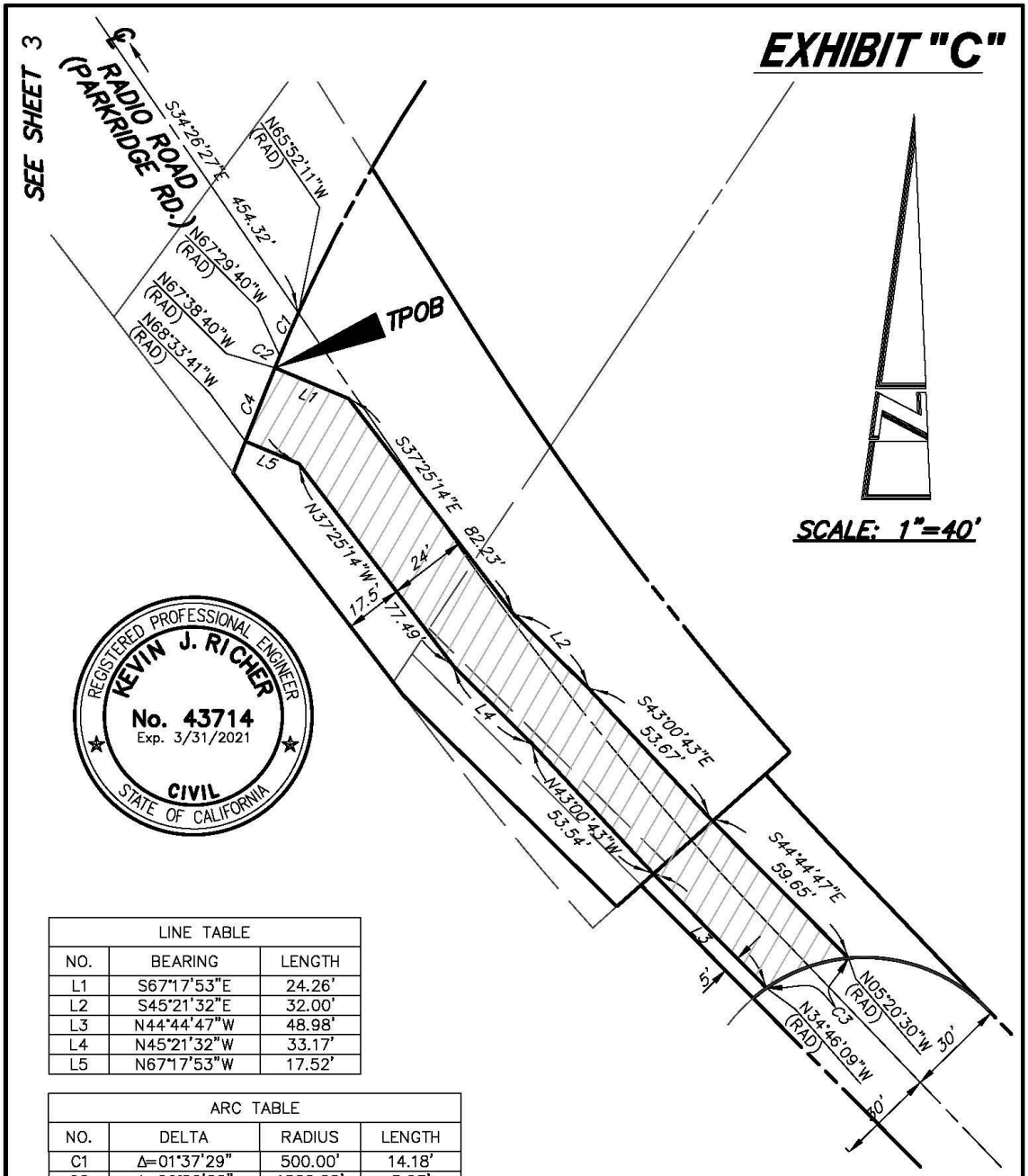
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	ACCESS EASEMENT EXHIBIT
3/13/20	1"=80'	3 OF 4	5878	

EXHIBIT "C"



REGISTERED PROFESSIONAL ENGINEER
KEVIN J. RICHER
No. 43714
Exp. 3/31/2021
CIVIL
STATE OF CALIFORNIA

LINE TABLE		
NO.	BEARING	LENGTH
L1	S67°17'53"E	24.26'
L2	S45°21'32"E	32.00'
L3	N44°44'47"W	48.98'
L4	N45°21'32"W	33.17'
L5	N67°17'53"W	17.52'

ARC TABLE			
NO.	DELTA	RADIUS	LENGTH
C1	Δ=01°37'29"	500.00'	14.18'
C2	Δ=00°09'00"	1500.00'	3.93'
C3	Δ=29°25'39"	52.00'	26.71'
C4	Δ=00°55'01"	1500.00'	24.01'

LEGEND

INDICATES ACCESS EASEMENT AREA

LAND DEVELOPMENT DESIGN COMPANY
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FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	ACCESS EASEMENT EXHIBIT
3/13/20	1"=40'	4 OF 4	5878	

EXHIBIT "C"

GRANT DEED WITH RESERVATION OF RIGHT-OF-WAY EASEMENT

SEE ATTACHED TWELVE (12) PAGES

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

City of Corona [PW]
400 S. Vicentia Ave.
Corona, CA 92882

Fee Exempt under Gov. Code Section 27383

Above Space for Recorder's Use

Exempt from Documentary Transfer Tax
Pursuant to R&T Code § 11922

GRANT DEED WITH RESERVATION OF RIGHT-OF-WAY EASEMENT

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

CITY OF CORONA, a California municipal corporation ("Grantor")

does hereby grant and convey to

REXCO-HAYWARD, LLC, a California limited liability company ("Grantee"),

all that certain real property situated in the City of Corona, County of Riverside, State of California, as more fully described in Exhibit "A" attached hereto and incorporated herein by reference ("**Subject Property"**), subject to any and all covenants, conditions, restrictions, easements, exceptions, reservations, rights, rights-of-way and other matters set forth in this Grant Deed, of record or discoverable by inspection or survey.

RESERVING AND EXCEPTING THEREFROM an easement and right-of-way for public road purposes including the right to lay, construct, repair, maintain, operate, renew and replace roadway improvements, sanitary sewer and storm drain collection systems, water distribution systems, public utilities facilities and appurtenances incidental thereto over, under, along and across that portion of the Subject Property described in Exhibit "B" attached hereto and incorporated herein by reference, together with all necessary and convenient means of ingress and egress to and from said easement or strip or parcel of land, for the purpose of constructing, reconstructing, maintaining, operating, repairing, renewing, or enlarging in any manner the street, alley, sewer, water, storm drain, and public utilities, together with any and all of the purposes hereinbefore mentioned.

IN WITNESS WHEREOF, Grantor has caused its name to be affixed hereto and this instrument to be executed by its duly authorized officer.

DATED: _____ , 2020

CITY OF CORONA
a California municipal corporation

By: _____ _____
Jacob Ellis Date
City Manager

Attest:

_____
Sylvia Edwards
City Clerk

ACCEPTANCE BY GRANTEE

Grantee hereby accepts and approves the above Grant Deed with Reservation of Right-of-Way Easement and each of the covenants, conditions and restrictions set forth in said Grant Deed.

REXCO-HAYWARD, LLC
a California limited liability company

By: _____ _____
Larry R. Haupert Date
General Manager

NOTARY ACKNOWLEDGMENT
(California All-Purpose Acknowledgment)

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On _____, 2020 before me, _____, notary public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

(Place Notary Seal above)

EXHIBIT "A" TO GRANT DEED
WITH RESERVATION OF RIGHT-OF-WAY EASEMENT

LEGAL DESCRIPTION AND
DEPICTION OF SUBJECT PROPERTY

Real property in the County of Riverside, State of California, described as follows:

[SEE ATTACHED FOUR (4) PAGES]

EXHIBIT "A"
LEGAL DESCRIPTION

THAT PORTION OF DETAIL # 4 AS SHOWN ON THE MAP OF RELINQUISHMENT RECORDED MAY 20, 1960 IN BOOK 2, PAGE 170 OF STATE HIGHWAY MAPS AND THAT PORTION OF SECTION 30, TOWNSHIP 3 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SECTIONALIZED SURVEY OF RANCHO EL SOBRANTE DE SAN JACINTO, ON FILE INBOOK 7 OF MAPS, PAGE 10, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF THAT PARCEL OF LAND DESCRIBED IN A DEED RECORDED APRIL 29, 1964 AS INSTRUMENT 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 33°41'48" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL, 40.24 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE PARCEL DESCRIBED IN LOT LINE ADJUSTMENT 98-10 RECORDED SEPTEMBER 14, 1998 AS INSTRUMENT NO. 3893265, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 43°44'36" WEST ALONG SAID SOUTHWESTERLY LINE, 329.11 FEET TO A POINT ON A TANGENT 970.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLYTO A POINT TO WHICH A RADIAL LINE BEARS SOUTH 46°15'24" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE 35.66 FEET THROUGH A CENTRAL ANGLE OF 2°06'23" TO A POINT TO WHICH A RADIAL LINE BEARS SOUTH 48°21'47" WEST, SAID POINT BEING ON THE SOUTHEASTERLY LINE OF THAT PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED SEPTEMBER 17, 1959 IN BOOK 2546, PAGE 65 AS INSTRUMENT 79572, OFFICIAL RECORDS OF SAID COUNTY;

THENCE NORTH 48°21'45" EAST ALONG SAID SOUTHEASTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA, 9.95 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA SAID POINT BEING ON A 960 FOOT RADIUS NON-TANGENT CURVE TO WHICH A RADIAL LINE BEARS SOUTH 48°21'45" WEST;

THENCE NORTH 32°05'46" WEST ALONG SAID NORTHEASTERLY LINE, 58.04 FEET TO A POINT ON A 500 FOOT RADIUS CURVE CONCAVE SOUTHEASTERLY TO WHICH A RADIAL LINE BEARS NORTH 60°14'08" WEST, SAID CURVE BEING THE NORTH LINE PER CALIFORNIA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP;

THENCE SOUTHWESTERLY ALONG SAID 500 FOOT CURVE 63.32 FEET THROUGH A CENTRAL ANGLE OF 7°15'21" TO A POINT OF COMPOUND CURVATURE ON A 1500 FOOT RADIUS CURVE TO WHICH A RADIAL LINE BEARS NORTH 67°29'29" WEST;

THENCE SOUTHWESTERLY ALONG SAID CURVE 38.19 FEET THROUGH A CENTRAL ANGLE OF 1°27'31" TO A POINT ON THE SOUTHWESTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA PER DEED RECORDED FEBRUARY 10, 1959 IN BOOK2411, PAGE 566, OFFICIAL RECORDS OF RIVERRSIDE COUNTY, TO WHICH A RADIAL LINE BEARS NORTH 68°57'00" WEST;

THENCE SOUTH 37°24'47" EAST ALONG SAID SOUTHWESTERLY LINE OF THE PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 85.39 FEET;

THENCE SOUTH 45°21'05" EAST ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 90.37 FEET TO THE SOUTH WEST CORNER OF SAID PARCEL;

THENCE NORTH 48°21'45" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL CONVEYED TO THE STATE OF CALIFORNIA IN DEED RECORDED FEBRUARY 10, 1959 IN BOOK 2411, PAGE 566, 9.83 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THAT PORTION OF LAND DESCRIBED IN A DEED RECORDED APRIL 29, 1964 AS INSTRUMENT NO. 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE SOUTH 44°44'47" EAST ALONG SAID SOUTHWESTERLY LINE, 351.08 FEET;

THENCE SOUTH 53°54'31" EAST, 24.73 FEET THE **POINT OF BEGINNING.**

THE BEARINGS OF THIS LEGAL DESCRIPTION ARE BASED ON THE BEARING OF NORTH 33°43'13" EAST FOR THE NORTHWESTERLY LINE OF THAT PARCEL LAND DESCRIBED IN DEED RECORDED APRIL 29, 1964 AS INSTRUMENT 52724, SAID LINE ALSO BEING THE NORTHWESTERLY LINE OF THAT PARCEL DESCRIBED IN LOT LINE ADJUSTMENT NO. 98-10, RECORDED SEPTEMBER 14, 1998 AS INSTRUMENT NO. 389326, OFFICIAL RECORDS OF SAID COUNTY.

THE AREA OF THIS PARCEL CONTAINS 32,849 SQUARE FEET (0.75 ACRES) MORE OR LESS.

SEE ATTACHED EXHIBIT "A" HEREWITH AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DOCUMENT WAS PREPARED UNDER SUPERVISION OF:

DENNIS C. FARNSWORTH
RCE: 31653 EXP. 12/31/2020

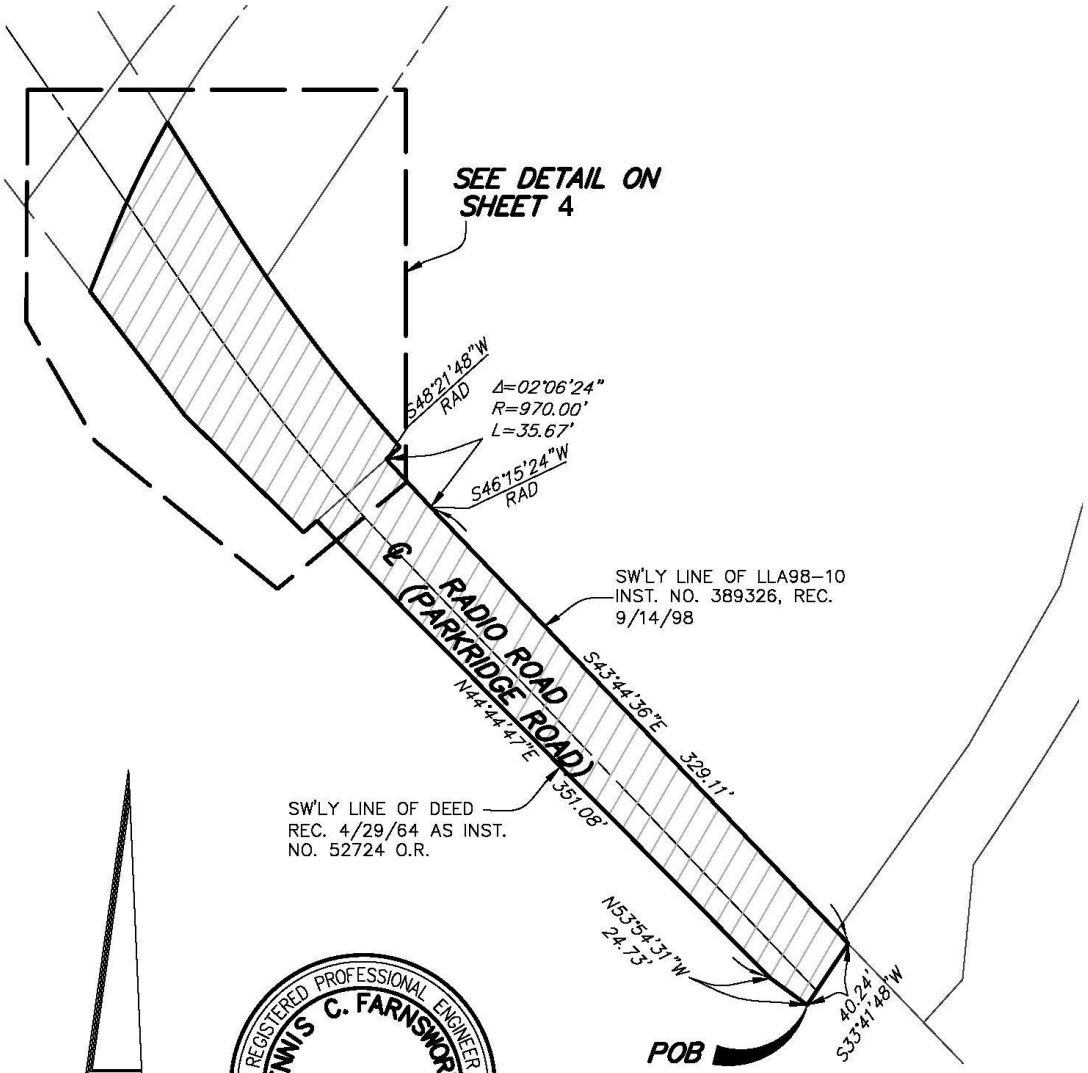
3/26/2020
DATE

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

EXHIBIT "A"

LEGEND

INDICATES AREA BEING DESCRIBED
AREA: 32,849 S.F. (0.75 AC)



SCALE: 1"=80'

REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

LAND DEVELOPMENT DESIGN COMPANY

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DATE:	SCALE:	SHEET:	JOB NO.	
3/24/20	1"=50'	3 OF 4	5878	EXHIBIT "A"

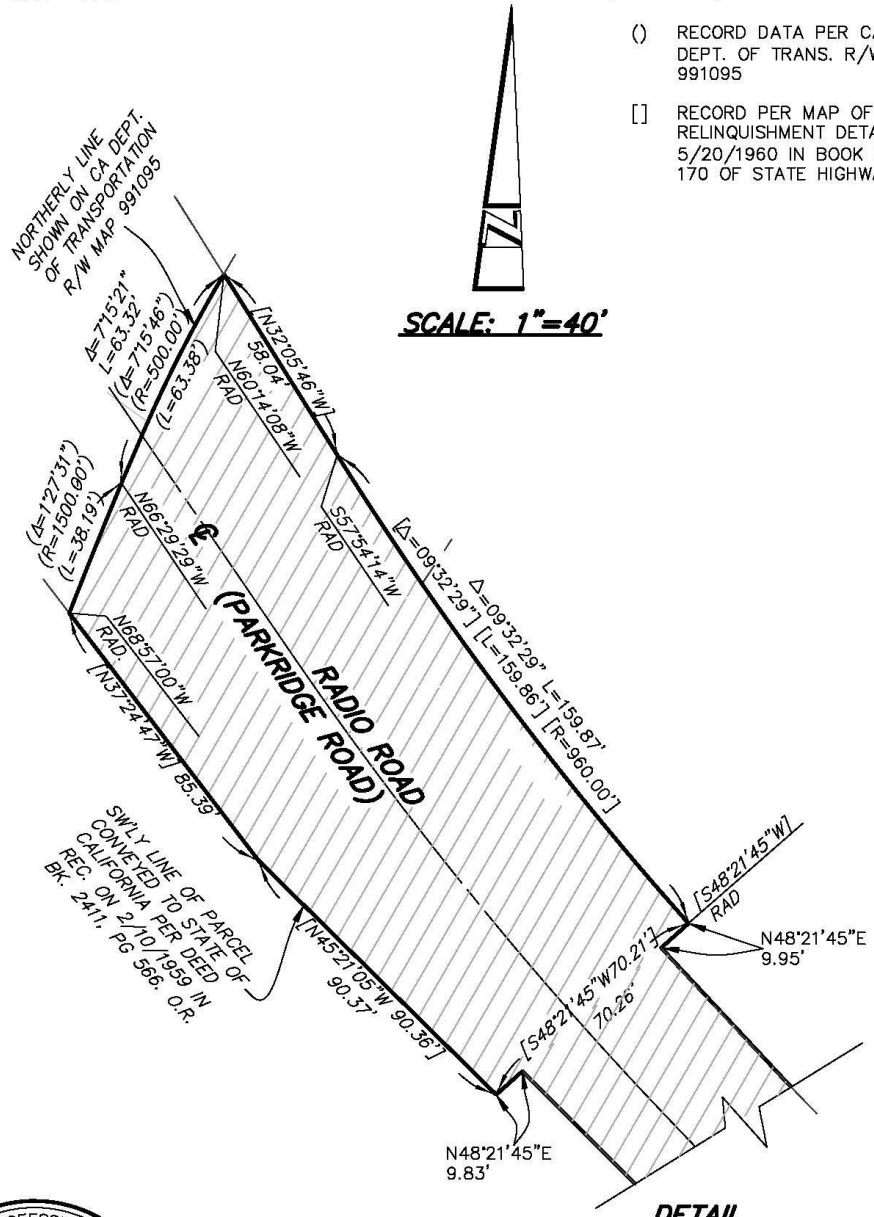
EXHIBIT "A"

LEGEND

() RECORD DATA PER CALIFORNIA DEPT. OF TRANS. R/W MAP 991095

[] RECORD PER MAP OF RELINQUISHMENT DETAIL #4 RE. 5/20/1960 IN BOOK 2. PAGE 170 OF STATE HIGHWAY MAP.

SCALE: 1"=40'



DETAIL
1"=40'

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

LAND DEVELOPMENT DESIGN COMPANY		2313 E. Philadelphia St., Ste. F ONTARIO, CA 91761 (909) 930-1466 FAX (909) 930-1468 PLANNING • CIVIL • SURVEYING		
DATE: 3/24/20	SCALE: AS NOTED	SHEET: 4 OF 4	JOB NO. 5878	EXHIBIT "A"

EXHIBIT "B" TO GRANT DEED
WITH RESERVATION OF RIGHT-OF-WAY EASEMENT

LEGAL DESCRIPTION AND
DEPICTION OF RIGHT-OF-WAY EASEMENT

Real property in the County of Riverside, State of California, described as follows:

[SEE ATTACHED TWO (2) PAGES]

EXHIBIT "B"
LEGAL DESCRIPTION

THAT PORTION OF SECTION 30, TOWNSHIP 3 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SECTIONALIZED SURVEY OF RANCHO EL SOBRANTE DE SAN JACINTO, ON FILE IN BOOK 7 OF MAPS, PAGE 10, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF THAT PARCEL OF LAND DESCRIBED IN A DEED RECORDED APRIL 29, 1964 AS INSTRUMENT 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 33°41'48" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL, 40.24 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE PARCEL DESCRIBED IN LOT LINE ADJUSTMENT 98-10 RECORDED SEPTEMBER 14, 1998 AS INSTRUMENT NO. 389326, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE NORTH 43°44'36" WEST ALONG SAID SOUTHWESTERLY LINE, 266.40 FEET TO A POINT ON A TANGENT 52.00 FOOT RADIUS CURVE CONCAVE SOUTHWESTERLY TO A POINT TO WHICH A RADIAL LINE BEARS NORTH 46°15'24" EAST;

THENCE NORTHWESTERLY ALONG SAID CURVE 78.62 FEET THROUGH A CENTRAL ANGLE OF 86°37'47" TO A POINT TO WHICH A RADIAL LINE BEARS NORTH 40°22'23" WEST, SAID POINT BEING ON THE SOUTHWESTERLY LINE OF THE DEED RECORDED APRIL 29, 1964 AS INSTRUMENT NUMBER 52724, OFFICIAL RECORDS OF RIVERSIDE COUNTY;

THENCE SOUTH 44°44'47" EAST ALONG SAID SOUTHWESTERLY LINE, 302.76 FEET;

THENCE SOUTH 53°54'31" EAST, 24.73 FEET TO THE **POINT OF BEGINNING.**

THE AREA OF THIS PARCEL CONTAINS 14,275 SQUARE FEET (0.33 ACRES) MORE OR LESS.

SEE ATTACHED EXHIBIT "B" HEREWITH AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DOCUMENT WAS PREPARED UNDER SUPERVISION OF:

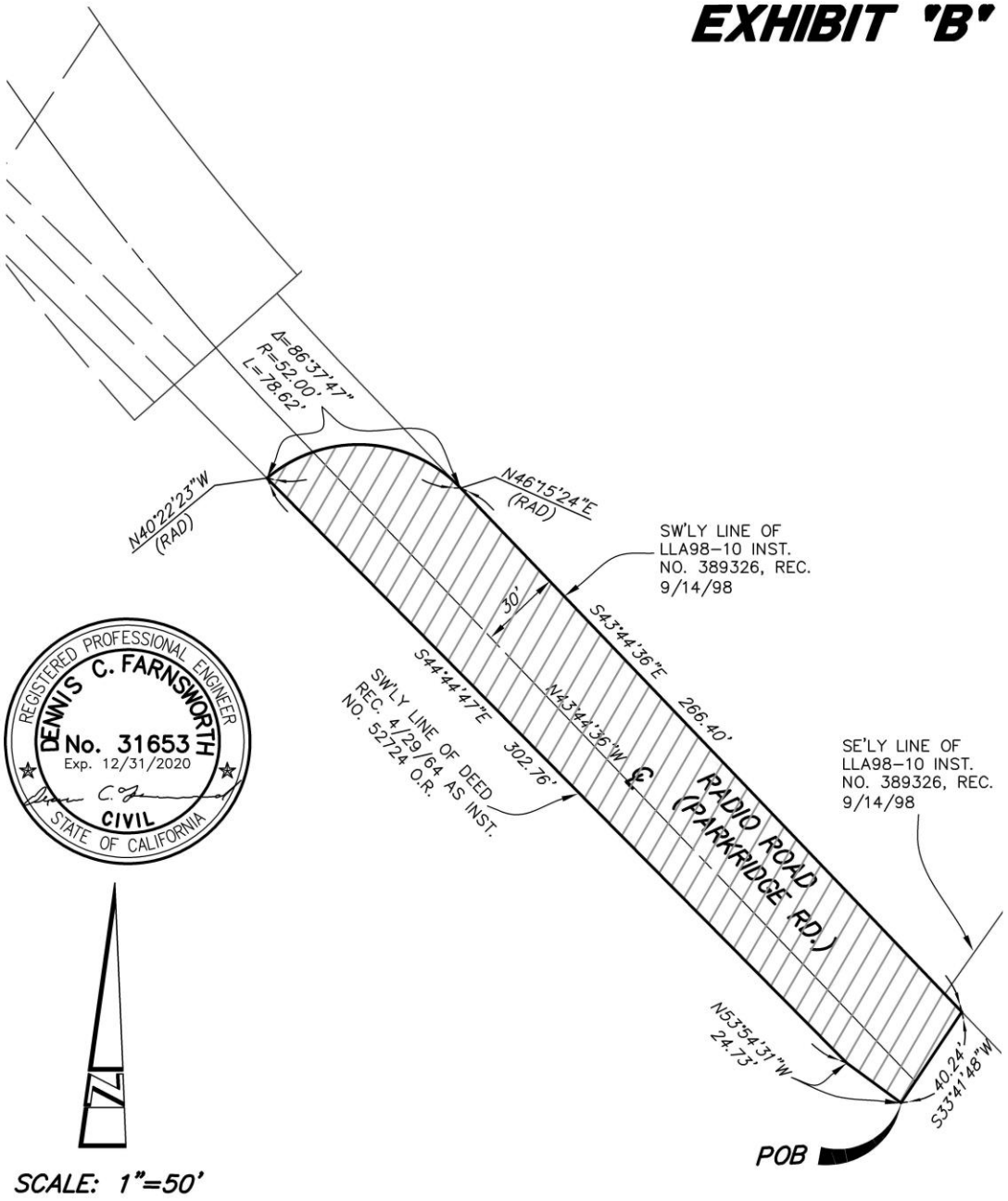
3/26/2020

DENNIS C. FARNSWORTH
RCE: 31653 EXP. 12/31/2020

DATE

PAGE 1 OF 2

EXHIBIT "B"



REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

SCALE: 1"=50'

LEGEND

INDICATES AREA BEING DEDICATED
AREA: 14,275 S.F. (0.33 AC)

LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING

DATE:	SCALE:	SHEET:	JOB NO.	
3/18/20	1"=50'	2 OF 2	5878	EXHIBIT "B"

NOTARY ACKNOWLEDGMENT
(California All-Purpose Acknowledgment)

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On _____, 2020 before me, _____, notary public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

(Place Notary Seal above)

File #: 20-0248

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Management Services Department - Human Resources

SUBJECT:
City Council to receive and file Personnel Report.

RECOMMENDED ACTION:
That the City Council receive and file the Personnel Report for employee updates and recruitment transactions.

ANALYSIS:
The Personnel Report includes the employee updates and recruitments noted below. These transaction types are reported to Council for informational purposes each meeting to enhance transparency. The report includes recent activity from February 29th through March 13th. The employee updates in the Personnel Report include full-time appointments, full-time promotions, and retirements. The recruitment activity portion of the report includes both open/competitive recruitments as well as internal/promotional recruitments.

Full-Time Appointments

Employee Name	*Department*	*Position*	*Monthly Pay Range*	*Effective Date*
Aparicio, Jonathan	Police Department	Police Trainee	$3,627 - $4,428	March 6, 2020
Bufano, Sara	Police Department	Police Trainee	$3,627 - $4,428	March 5, 2020
Conner, Eugene	Maintenance Services	Street Maintenance Worker	$3,503 - $4,276	March 10, 2020
Oldham, Travis	Community Development	Building Permit Tech II Flex	$3,851 - $4,701	March 10, 2020

Full-Time Appointments (Continued)

Employee Name	*Department*	*Position*	*Monthly Pay Range*	*Effective Date*
Pang, Shiyao - Vicky	Admin Services - Finance	Accounting Technician II	$3,485 - $4,255	March 2, 2020

Full-Time Promotions

Employee Name	*Department*	*Position*	*Monthly Pay Range*	*Effective Date*
Clear, Holli	Administrative Services/Finance	Purchasing Specialist III	$4,255 - $5,194	February 29, 2020
Milosevic, Christopher	Community Development	Building Official	$9,310 - $11,365	February 29, 2020
Nieto, Angela	Management Services	Executive Assistant	$4,234 - $5,168	February 29, 2020
Yanes, William	Administrative Services/Finance	Purchasing Specialist III	$4,255 - $5,194	February 29, 2020

Retirements - None

Open/Competitive Recruitments - No recent updates

Internal/Promotional Recruitments - No recent updates

COMMITTEE ACTION:
Not applicable.

STRATEGIC PLAN:
Not applicable.

FISCAL IMPACT:
Not applicable.

ENVIRONMENTAL ANALYSIS:
Environmental review is not required. The proposed actions are not a project under the California Environmental Quality Act.

PREPARED BY: SHANNON CROWE, ACTING HUMAN RESOURCES MANAGER

SUBMITTED BY: JACOB ELLIS, CITY MANAGER

File #: 20-0247

AGENDA REPORT
REQUEST FOR CITY COUNCIL AND
CORONA UTILITY AUTHORITY ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members
Honorable President and Board Members

FROM: Administrative Services Department

SUBJECT:
City Council consideration of Resolution No. 2020-014, declaring its intent to reimburse expenditures relating to the construction of public facilities from the proceeds of the sale of tax-exempt bonds.

RECOMMENDED ACTION:
That the:

a. City Council adopt Resolution No. 2020-014, declaring its intent to reimburse expenditures relating to the construction of public facilities from the proceeds of the sale of tax-exempt bonds.

b. Corona Utility Authority (CUA), review, ratify and to the extent necessary direct that the City Council take the above action.

ANALYSIS:
The City of Corona Department of Water and Power started construction on the master planned Keith Tank 1220-Zone Potable Water Tank (the "Project") on February 18, 2020. Total Project cost is estimated to be $10,140,000.

Funding for construction of the Project including construction management, inspection, and all other necessary costs, will be partially provided by The New Home Company ("Developer"), the developer of the Bedford Community, also known as Arantine Hills. Under the terms of the Arantine Hills Development Agreement, the Developer is responsible to pay its fair-share contribution equal to 43.2

percent of the total cost of the Project. The City is responsible for the remaining 56.8 percent.

The City intends to use $2,486,779 of bond proceeds from Community Facilities District No. 2016-2 Terrassa ("CFD No. 2016-2") and Community Facilities District No. 2017-2 Valencia/Seville ("CFD No. 2017-2"), which have already been issued, as well as approximately $1.4 million in water capacity fees that have been collected to date for the Sierra Bella development to pay part of the City's portion for the Project.

The City's remaining portion for the Project will be funded from water capacity fees, including approximately $1.4 million in fees that have been collected to date for the Sierra Bella development. The City would like to be able to reimburse the Water Capacity Fund 507 from tax-exempt bonds to be issued in the future from Community Facilities District 2018-2 Sierra Bella ("CFD No. 2018-2").

Section 1.150-2(d) of the Regulations of the United States Department of the Treasury ("Regulations"), permits reimbursement from the proceeds of tax-exempt bonds of the amounts advanced and expended for the Project if not later than 60 days after the date of the first expenditure, the City Council adopts an official intent to reimburse itself for the expenditure of such advanced amounts and such reimbursement occurs not later than 18 months after the later of the date of payment of such expenditures or the date the Project is placed in service, but in no event more than three (3) years after the date of such expenditures.

The attached resolution will express the City Council's official intent pursuant to Section 1.150-2(d) of the Regulations to reimburse the City for amounts advanced and expended on the Project from the proceeds of any tax-exempt bonds that may be issued and sold for CFD No. 2018-2.

COMMITTEE ACTION:
Not applicable.

STRATEGIC PLAN:
Not applicable.

FISCAL IMPACT:
There is no fiscal impact associated with the adoption of this resolution. The current estimated cost for the Project is $10,140,000 and the corresponding funding sources are broken down below:

1. $4.38 million or 43.2% funded by the Developer.
2. $2.49 million funded by CFD No. 2016-2 and CFD No. 2017-2.
3. $3.23 million funded by CFD No. 2018-2 future bond issuance and water capacity fees collection from new developments.

ENVIRONMENTAL ANALYSIS:
This action is exempt pursuant to Section 15061(b)(3) of the Guidelines for the California Environmental Quality Act (CEQA), which states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects that have the potential for causing a

significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. This action merely authorizes the City to use proceeds of the sale of a future series of bonds to reimburse the City for amounts advanced and expended prior to the issuance of the bonds, and there is no possibility that adopting this resolution will have a significant effect on the environment. Therefore, no environmental analysis is required.

PREPARED BY: LIEN-CHI CANTUBA, FINANCIAL ANALYST III

REVIEWED BY: JENNIFER SCHAEFER, FINANCE MANAGER III

REVIEWED BY: KIM SITTON, ACTING ADMINISTRATIVE SERVICES DIRECTOR

SUBMITTED BY: JACOB ELLIS, CITY MANAGER & EXECUTIVE DIRECTOR

Attachments:

1. Resolution No. 2020-014

RESOLUTION NO. 2020-014

RESOLUTION OF THE CITY OF CORONA, CALIFORNIA DECLARING ITS INTENT TO REIMBURSE EXPENDITURES RELATING TO THE CONSTRUCTION OF PUBLIC FACILITIES FROM THE PROCCEDS OF THE SALE OF THE SALE OF TAX-EXEMPT BONDS

WHEREAS, the City of Corona (the "City") desires and intends to finance the construction and acquisition of certain water system facilities, including transmission treatment and storage facilities for its municipal purposes (the "Project"); and

WHEREAS, the City expects to cause the execution, delivery and sale of tax exempt obligations such as bonds, in one or more series, for the purpose of providing financing for a portion of the Project in a principal amount of approximately $10,000,000 (the "Obligations"); and

WHEREAS, the City expects to incur certain expenditures relating to the Project and to pay for such expenditures from the City's moneys on hand prior to the execution of the Obligations (the "Reimbursement Expenditures"); and

WHEREAS, the City reasonably expects to use a portion of the proceeds of the Obligations to reimburse the City for expenditures made prior to the date the Obligations are entered into.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED, by the City Council of the City of Corona, California, as follows:

Section 1. Declaration of Official Intent. The City hereby declares its official intent, subject to the further approval of this Council, to use up to $10,000,000 of the proceeds of the Obligations to reimburse itself for the Reimbursement Expenditures. It is intended that this Resolution shall constitute a declaration of "official intent" within the meaning of Section 1.150-2 of the Treasury Regulations promulgated under Section 150 of the Internal Revenue Code of 1986, as amended.

Section 2. Other Approvals. The adoption of this Resolution shall not bind the City to proceed with execution and delivery of the Obligations until and unless all other necessary actions and approvals are taken or received in accordance with all applicable laws.

Section 3. Effective Date. This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this 1st day of April 2020.

_____
Mayor of the City of Corona, California

ATTEST:

_____
City Clerk of the City of Corona, California

CERTIFICATION

I, Sylvia Edwards**,** City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly passed and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on the 1st day of April 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 1st day of April 2020.

_____

City Clerk of the City of Corona, California

File #: 20-0246

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Administrative Services Department

SUBJECT:
Public Hearing for City Council consideration of Resolution No. 2020-012, calling special election and Resolution No. 2020-013, declaring the results of the special election for Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona on the proposition of the annual levy of special taxes within the territory proposed to be annexed (Annexation No. 15).

RECOMMENDED ACTION:
That the City Council:

a. Adopt Resolution No. 2020-012 calling special election and submitting to the qualified electors of territory proposed to be annexed to Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona the question of levying special taxes within the territory proposed to be annexed (Annexation No. 15).

b. Adopt Resolution No. 2020-013 declaring the results of the special election for Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona on the proposition of the annual levy of special taxes within the territory proposed to be annexed to said Community Facilities District to pay the costs of certain services to be provided by the Community Facilities District, determining that the territory proposed to be annexed is added to and part of said Community Facilities District with full legal effect (Annexation No. 15).

ANALYSIS:
On February 19, 2020, the City Council adopted Resolution No. 2020-005, a Resolution of Intention to annex territory to the Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona ("CFD No. 2016-3") and commence the annexation proceedings for the territory to be annexed, also shown as Annexation No. 15. A public hearing was set for April 1, 2020 to conduct an

election for the landowners and to declare the results of that election.

As required by the Resolution of Intention, an annexation map was recorded on February 26, 2020, at 1:00 p.m. in Book 84 Page 97, Document No. 2020-0087079 and the potential annexation area boundary map was recorded on November 7, 2016, at 4:40 p.m. in Book 80 Page 23, Document No. 2016-0494013 of Maps of Assessment and Community Facilities Districts with the Riverside County Recorder.

The Resolution of Intention was adopted by the City Council in response to the petition filed by Fitness International, LLC, property owner of PM 14477 and LLA 18-002 with the City, has requested that the City assist them in annexing territory into CFD No. 2016-3. To cover the costs associated with the maintenance of public improvements. The improvements proposed to be maintained include items such as street lighting, street sweeping, pavement management, and drainage.

The area proposed within Annexation No. 15 will encompass one development comprised of two parcels totaling approximately 5.00 gross acres. The development proposes a LA Fitness and 9,300 square foot future commercial/retail building. The property proposed to be annexed into CFD No. 2016-3 will be included in Tax Zone 16. This tax rate includes a Maximum Special Tax A of $609 per acre per year for maintenance services of public facilities, there are no services being funded by the levy of Special Tax B for contingent services. The Maximum Special Taxes are proposed to escalate each year at the greater of Consumer Price Index (CPI) or 2%. The property owner have agreed to the annexation into the CFD and submitted an "Consent and Waiver" form on file in the City Clerk's Office, to initiate and conduct proceedings pursuant to the Mello-Roos Act of 1982, requesting the annexation of property to CFD No. 2016-3 and consenting to the shortening of election time requirements, waiving analysis and arguments, and waiving all notice requirements relating to the conduct of the election immediately following the public hearing scheduled for April 1, 2020.

COMMITTEE ACTION:
Not applicable.

STRATEGIC PLAN:
Not applicable.

FISCAL IMPACT:
On March 1 of each year, every residential building for which a building permit has been issued will be subject to the special taxes in the ensuing Fiscal Year. If the anticipated costs of maintaining the facilities in any given Fiscal Year, prior to buildout of the project, exceeds the special tax revenues available from parcels for which building permits have been issued, then the special tax may also be on property with recorded final subdivision maps, as well as other undeveloped property. The proposed total maximum assessment rate for Tax Zone 16 for Special Tax A is $3,037 per year. The assessment rate is proposed to escalate each year at the greater of Consumer Price Index (CPI) or 2%.

The new commercial property will generate a special annual tax of approximately $3,037 for Fiscal Year 2021. The total annexation cost was provided by the developer, which includes the City

Attorney fees, Consultants, publication, and City staff time.

ENVIRONMENTAL ANALYSIS:
This action is exempt pursuant to Section 15061(b)(3) of the Guidelines for the California Environmental Quality Act (CEQA), which states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the adoption of the resolutions may have a significant effect on the environment, the action is not subject to CEQA. This action merely annexes the Property to CFD No. 2016-3 and there is no possibility that adopting the above resolution will have a significant effect on the environment. Therefore, no environmental analysis is required.

PREPARED BY: LIEN-CHI CANTUBA, FINANCIAL ANALYST III

REVIEWED BY: JENNIFER SCHAEFER, FINANCE MANAGER III

REVIEWED BY: KIM SITTON, ACTING ADMINISTRATIVE SERVICES DIRECTOR

SUBMITTED BY: JACOB ELLIS, CITY MANAGER

Attachments:
1. CFD No. 2016-3 Annexation No. 15 Project Map
2. CFD No. 2016-3 Annexation No. 15 Recorded Boundary Map
3. Resolution No. 2020-012
4. Resolution No. 2020-013

PROJECT MAP
CFD NO. 2016-3 (MAINTENANCE SERVICES)
ANNEXATION NO. 15

SPICER CONSULTING GROUP

COPY

84/97

ANNEXATION MAP NO. 15

COMMUNITY FACILITIES DISTRICT NO. 2016-3 (MAINTENANCE SERVICES) CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

SHEET 1 OF 1 SHEET

THIS MAP SHOWS THE BOUNDARIES OF AREAS TO BE ANNEXED TO COMMUNITY FACILITIES DISTRICT NO. 2016-3 (MAINTENANCE SERVICES), OF THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

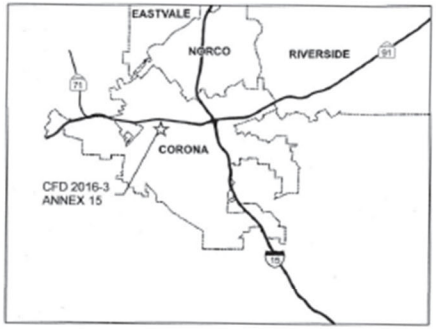
THE BOUNDARIES OF WHICH COMMUNITY FACILITIES DISTRICT ARE SHOWN AND DESCRIBED ON THE MAP THEREOF WHICH WAS PREVIOUSLY RECORDED ON JANUARY 28, 2016 IN BOOK 79 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICT AT PAGE 26 AND AS INSTRUMENT NO. 2016-0034624 IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 2016-3 (MAINTENANCE SERVICES), CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CORONA AT A REGULAR MEETING THEREOF, HELD ON 19th DAY OF February 2020, BY RESOLUTION NO. 2020-005

Sylvia Edwards
CITY CLERK
CITY OF CORONA

FILED IN THE OFFICE OF THE CITY CLERK, CITY OF CORONA, THIS 19th DAY OF February, 2020.

Sylvia Edwards
CITY CLERK
CITY OF CORONA



SPICER CONSULTING GROUP

THIS ANNEXATION MAP CORRECTLY SHOWS THE LOT OR PARCEL OF LAND INCLUDED WITHIN THE BOUNDARIES OF THE COMMUNITY FACILITIES DISTRICT. FOR DETAILS CONCERNING THE LINES AND DIMENSIONS OF LOTS OR PARCEL REFER TO THE COUNTY ASSESSOR MAPS FOR FISCAL YEAR 2019-20.

RECORDED THIS 26 DAY OF February, 2020 AT THE HOUR OF 1 O'CLOCK PM IN BOOK 84 PAGE 97 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS IN THE OFFICE OF THE COUNTY RECORDER, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

FEE: $9.00 NO.: 2020-0087079
PETER ALDANA, ASSESSOR, COUNTY CLERK, RECORDER
BY: [signature]
DEPUTY

LEGEND

- ANNEXATION AREA BOUNDARY
- FUTURE PARCEL LINE
- PARCEL BOUNDARY
- XXX-XXX-XXX ASSESSOR'S PARCEL NUMBER
- (16) TAX ZONE

N W E S

RESOLUTION NO. 2020-012

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA CALLING SPECIAL ELECTION AND SUBMITTING TO THE QUALIFIED ELECTORS OF TERRITORY PROPOSED TO BE ANNEXED TO COMMUNITY FACILITIES DISTRICT NO. 2016-3 (MAINTENANCE SERVICES) OF THE CITY OF CORONA THE QUESTION OF LEVYING SPECIAL TAXES WITHIN THE TERRITORY PROPOSED TO BE ANNEXED (ANNEXATION NO. 15)

WHEREAS, the City Council (the "City Council") of City of Corona (the "City") has heretofore conducted proceedings for the establishment of and has established Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona, County of Riverside, State of California (the "Community Facilities District"), and the Community Facilities District has been authorized to annually levy special taxes to pay the costs of the maintenance of public landscaping, public open spaces and other similar landscaped areas officially dedicated for public use, including, but not limited to, maintenance and lighting of parks, parkways, streets, roads and open space, maintenance and operation of water quality improvements and storm drainage systems, and public street sweeping, within the Community Facilities District and in the surrounding area and the costs associated with the determination of the amount of and levy and collection of special taxes which will be levied to provide the services and costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District.

WHEREAS, the City Council has been advised that the owner of approximately 4.99 gross acres of land wish to have their land included within the boundaries of the Community Facilities District and have requested that such land be annexed thereto; and

WHEREAS, the City Council is authorized by Article 3.5 (commencing with Section 53339) of Chapter 2.5 of Part 1 of Division 2 of Title 5 of the California Government Code, commonly known as the "Mello-Roos Community Facilities Act of 1982," to annex such land to the Community Facilities District; and

WHEREAS, on February 19, 2020 the City Council adopted Resolution No. 2020-005, a resolution of intention to annex the Property to the Community Facilities District pursuant to Section 53339.2 of the California Government Code, determining that the public convenience and necessity require that said Property be annexed to the Community Facilities District and containing all of the matters prescribed by Section 53339.3 of said Code, and fixing 6:30 p.m. on April 1, 2020 in the Council Chambers of the City Council, 400 South Vicentia, Corona, California, as the time and place for a hearing upon said resolution; and

WHEREAS, pursuant to said resolution, the City Clerk has published and mailed notice of the time and place of said hearing as required by Section 53339.4 of said Code; and

WHEREAS, on April 1, 2020, at the time and place of said hearing, the City Council afforded all interested persons for or against the annexation of the Property to the Community Facilities District an opportunity to present testimony and to protest against the proposed annexation of said Property to the Community Facilities District, and no protests, either oral or in writing, were received; and

WHEREAS, pursuant to Section 53339.7 of said Code, the City Council may now submit the question of levying a special tax within the area proposed to be annexed to the Community Facilities District to the qualified electors within said territory.

NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED, by the City Council of the City of Corona, California, as follows**:**

SECTION 1. Findings. The City Council finds that: (i) the foregoing recitals are correct; (ii) less than 12 persons have been registered to vote within the territory proposed to be annexed to the Community Facilities District during the 90 days preceding the close of the public hearing on April 1, 2020, and no persons are registered to vote therein; (iii) pursuant to Section 53326 of the California Government Code, as a result of the findings set forth in clause (ii) above, the vote in the special election called by this resolution shall be by the landowner of the territory proposed to be annexed to the Community Facilities District whose property would be subject to the special taxes if they were levied at the time of the election, and each landowner shall have one vote for each acre, or portion thereof, which he or she owns within said territory which would be subject to the proposed special taxes if they were levied at the time of the election; (iv) Fitness International, LLC., the owner of all of the territory proposed to be annexed to the Community Facilities District, have by written consent (a) waived the time limits set forth in said Section 53326 for holding the election called by this resolution, (b) consented to the holding of said election on April 1, 2020, (c) waived notice and mailed notice of the time and date of said election, and (d) waived an impartial analysis by the City Attorney of the ballot proposition pursuant to Section 9280 of the California Elections Code, mailing of a statement pursuant to Section 9401 of said Code, and arguments and rebuttals pursuant to Sections 9281 to 9287, inclusive, and 9295 of said Code; and (vi) the City Clerk has consented to the holding of said election on April 1, 2020 or any other date that is acceptable to the City Clerk.

SECTION 2. Special Election. A special election is called for and shall be held on Wednesday, April 1, 2020, for the purpose of submitting to the qualified electors of the territory proposed to be annexed to the Community Facilities District the question of whether special taxes shall annually be levied within said territory to pay the costs of the maintenance of public landscaping, public open spaces and other similar landscaped areas officially dedicated for public use, including, but not limited to, maintenance and lighting of parks, parkways, streets, roads and open space, maintenance and operation of water quality improvements and storm drainage systems, and public street sweeping, within the Community Facilities District and in the surrounding area, and the costs associated with the determination of the amount of and levy and collection of special taxes which will be levied to provide the services and costs otherwise incurred

in order to carry out the authorized purposes of the Community Facilities District pursuant to the Rates and Method of Apportionment of the Special Taxes, attached as Exhibit "B" to Resolution No. 2020-005.

SECTION 3. Ballot Proposition. The proposition to be submitted on April 1, 2020, to the qualified electors of the territory proposed to be annexed to the Community Facilities District shall be as follows:

> Shall special taxes be levied annually on taxable property within the territory proposed to be annexed to Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona, County of Riverside, State of California (i) to pay the annual costs of maintaining, servicing, cleaning, repairing and/or replacing landscaped areas (may include reserves for replacement) in public street right-of-way, public landscaping, public open spaces and other similar landscaped areas officially dedicated for public use, including, but not limited to, maintenance and lighting of parks, parkways, streets, roads and open space, maintenance and operation of water quality improvements and storm drainage systems, and public street sweeping, within and in the area of the community facilities district, to pay expenses incidental thereto and (ii) to pay costs associated with the determination of the amount of and the levy and collection of the special taxes, at the special tax rates and pursuant to the method of apportioning such special taxes set forth in Exhibit "B" to Resolution No. 2020-005 adopted by the City Council of the City of Corona on February 19, 2020?

SECTION 4. Conduct of Election. Except as otherwise provided in Section 5 hereof, said election shall be conducted by the City Clerk (the "City Clerk") pursuant to the provisions of the California Elections Code governing elections of cities, and the provisions of Division 4 (commencing with Section 4000) of said Code, insofar as they may be applicable.

SECTION 5. Election Procedures. The procedures to be followed in conducting said election shall be as follows:

(a) Pursuant to Section 53326 of the California Government Code, ballots for the election shall be distributed to the qualified electors by the City Clerk by mail with return postage prepaid.

(b) Pursuant to applicable sections of the aforementioned provisions of the California Elections Code governing the conduct of mail ballot elections, including in particular Division 4 (commencing with Section 4000) of said Code, the City Clerk shall mail to each qualified elector an official ballot in the form attached hereto as Exhibit "A," and shall also mail to all such qualified electors a ballot pamphlet and instructions to voter, including a sample ballot identical in form to the official ballot but identified as a sample ballot, a return identification envelope with prepaid postage thereon addressed to the City Clerk for the return of voted official ballots, and copies of Resolution No. 2020-005.

(c) The official ballot to be mailed by the City Clerk to each landowner-voter shall have printed or typed thereon the name of the landowner-voter and the number of votes to be voted by the landowner-voter and shall have appended to it a certification to be signed by the person voting the official ballot which shall certify that the person signing the certification is the person who voted the official ballot, and if the landowner-voter is other than a natural person, that he or she is an officer of or other person affiliated with the landowner-voter entitled to vote such official ballot, that he or she has been authorized to vote such official ballot on behalf of the landowner-voter, that in voting such official ballot it was his or her intent, as well as the intent of the landowner-voter, to vote all votes to which the landowner-voter is entitled based on its land ownership on the proposition set forth in the official ballot as marked thereon in the voting square opposite such proposition, and further certifying as to the acreage of the landowner-voter's land ownership within the Community Facilities District.

(d) The return identification envelope delivered by the City Clerk to each landowner-voter shall have printed or typed thereon the following: the name of the landowner, the address of the landowner, a declaration under penalty of perjury stating that the voter is the landowner or the authorized representative of the landowner entitled to vote the enclosed ballot and is the person whose name appears on the identification envelope, the printed name and signature of the voter, the address of the voter, the date of signing and place of execution of said declaration, and a notice that the envelope contains an official ballot and is to be opened only by the City Clerk.

(e) The information-to-voter form to be mailed by the City Clerk to the landowner-voters shall inform them that the official ballots shall be returned to the City Clerk properly voted as provided thereon and with the certification appended thereto properly completed and signed in the sealed return identification envelope with the certification thereon completed and signed and all other information to be inserted thereon properly inserted by 5 o'clock p.m. on the date of the election.

(f) Upon receipt of the return identification envelopes which are returned prior to the voting deadline on the date of the election, the City Clerk shall canvass the votes cast in the election, and shall file a statement with the City Council at its next regular meeting as to the results of such canvass and the election on the proposition set forth in the official ballot.

PASSED AND ADOPTED this 1st day of April 2020.

_____
Mayor of the City of Corona, California

ATTEST:

_____
City Clerk of the City of Corona, California

EXHIBIT "A"

OFFICIAL BALLOT

SPECIAL ELECTION FOR
COMMUNITY FACILITIES DISTRICT NO. 2016-3
(MAINTENANCE SERVICES)
OF THE CITY OF CORONA
COUNTY OF RIVERSIDE
STATE OF CALIFORNIA
(ANNEXATION NO. 15)

April 1, 2020

To vote, mark a cross (+) in the voting square after the word "YES" or after the word "NO". All marks otherwise made are forbidden. All distinguishing marks are forbidden and make the ballot void.

If you wrongly mark, tear, or deface this ballot, return it to the City Clerk of the City of Corona and obtain another.

PROPOSITION A: Shall special taxes be levied annually on taxable property within the territory proposed to be annexed to Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona, County of Riverside, State of California, (i) to pay the annual costs of maintaining, servicing, cleaning, repairing and/or replacing landscaped areas (may include reserves for replacement) in public street right-of-way, public landscaping, public open spaces and other similar landscaped areas officially dedicated for public use, including, but not limited to, maintenance and lighting of parks, parkways, streets, roads and open space, maintenance and operation of water quality improvements and storm drainage systems, and public street sweeping, within and in the area of the community facilities district, to pay expenses incidental thereto and (ii) to pay costs associated with the determination of the amount of and the levy and collection of the special taxes, at the special tax rates and pursuant to the method of apportioning such special taxes set forth in Exhibit "B" to Resolution No. 2020-005 adopted by the City Council of the City of Corona on February 19, 2020?

YES	
NO	

CERTIFICATION

I, Sylvia Edwards**,** City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly passed and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on the 1st day of April 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 1st day of April 2020.

_____

City Clerk of the City of Corona, California

(SEAL)

RESOLUTION NO. 2020-013

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA DECLARING THE RESULTS OF THE SPECIAL ELECTION FOR COMMUNITY FACILITIES DISTRICT NO. 2016-3 (MAINTENANCE SERVICES) OF THE CITY OF CORONA ON THE PROPOSITION OF THE ANNUAL LEVY OF SPECIAL TAXES WITHIN THE TERRITORY PROPOSED TO BE ANNEXED TO SAID COMMUNITY FACILITIES DISTRICT TO PAY THE COSTS OF CERTAIN SERVICES TO BE PROVIDED BY THE COMMUNITY FACILITIES DISTRICT, DETERMINING THAT THE TERRITORY PROPOSED TO BE ANNEXED IS ADDED TO AND PART OF SAID COMMUNITY FACILITIES DISTRICT WITH FULL LEGAL EFFECT (ANNEXATION NO. 15)

WHEREAS, the City Council (the "City Council") of the City of Corona (the "City") has heretofore conducted proceedings for the annexation of approximately 4.99 gross acres of land to Community Facilities District No. 2016-3 (Maintenance Services) of the City of Corona, County of Riverside, State of California (the "Community Facilities District"), including conducting a public hearing pursuant to Section 53339.5 of the Government Code; and

WHEREAS, at the conclusion of said public hearing, the City Council adopted a resolution calling a special election for April 1, 2020 and submitting to the qualified electors of the territory to be annexed to the Community Facilities District the question of levying special taxes within that territory to pay the costs of the maintenance of public landscaping, public open spaces and other similar landscaped areas officially dedicated for public use, including, but not limited to, maintenance and lighting of parks, parkways, streets, roads and open space, maintenance and operation of water quality improvements and storm drainage systems, and public street sweeping, within the Community Facilities District and in the surrounding area and the costs associated with the determination of the amount of and levy and collection of special taxes which will be levied to provide the services and costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District (the "Election Resolution"); and

WHEREAS, the City Council has received a statement from the City Clerk (the "City Clerk"), who, pursuant to the Election Resolution, was authorized to conduct such special election and act as the election official therefor, with respect to the canvass of the ballots returned in and the results of said special election, certifying that at least two-thirds of the votes cast upon the proposition submitted to the qualified electors in said special election were in favor of such proposition.

NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED, by the City Council of the City of Corona, California, as follows:

SECTION 1. Findings. The City Council finds that: (i) there were no registered voters residing within the territory proposed to be annexed to the Community Facilities District (the "Territory") at the time of the close of the public hearing on April 1, 2020, and pursuant to Section 53326 of the Government Code, the vote in said special election was, therefore, to be by the landowner owning land within the Territory, with each landowner having one vote for each acre or portion thereof of land that he or she owns within the Territory; (ii) pursuant to said Section 53326 and the Election Resolution, the City Clerk distributed the official ballot for the special election to Fitness International, LLC., the owner of all of the land within the Territory, with return postage prepaid; (iii) said landowner waived the time limits for holding the special election and the election dates specified in said Section 53326, and consented to the calling and holding of said special election on April 1, 2020; (iv) said special election has been properly conducted in accordance with all statutory requirements and the provisions of the Election Resolution; (v) pursuant to said Section 53326, the owner of all of the land within the Territory, who own 4.99 gross acres, were entitled to five votes; (vi) said landowner returned their ballots to the City Clerk prior to the time set by the City Clerk for the close of the election on April 1, 2020; (vii) the ballots returned to the City Clerk by said landowner voted all votes of said landowner in favor of the proposition set forth therein; (viii) at least two-thirds of the votes cast in such special election on said proposition were in favor thereof, and pursuant to Sections 53328 and 53329 of the Government Code, said proposition carried; (ix) pursuant to Section 53339.8 of the Government Code, the City Council is authorized to determine that the Territory to be annexed has been added to and become a part of the Community Facilities District with full legal effect; and (x) the City Council is also authorized, pursuant to said Section 53339.8, to annually levy special taxes within the Territory to pay the costs of the services to be provided by the Community Facilities District.

SECTION 2. Declaration of Results. All votes voted in the special election on the proposition of the annual levy of special taxes within the Territory to pay the costs of the services to be provided by the Community Facilities District were voted in favor thereof, and such proposition carried.

SECTION 3. Annexation. The Territory is annexed and added to and is a part of the Community Facilities District with full legal effect, and the City Council shall annually levy special taxes within the Territory, as specified in Resolution No. 2020-005 adopted by the City Council on February 19, 2020, to pay costs of certain services to be provided by the Community Facilities District. The boundaries of the Territory are shown on the map entitled, Annexation Map No. 15, Community Facilities District No. 2016-3 (Maintenance Services), City of Corona, County of Riverside, State of California, which was recorded on February 26, 2020 in the office of the County Recorder of the County of Riverside as Instrument No. 2020-0087079.

SECTION 4. Pursuant to Section 53339.8 of the Government Code and Section 3117.5 of the Streets and Highways Code, the City Clerk shall cause to be filed with the County Recorder of the County of Riverside an amendment of the notice of special tax lien and a map of the amended boundaries of the Community Facilities District including the Territory.

PASSED AND ADOPTED this 1st day of April 2020.

_____
Mayor of the City of Corona, California

ATTEST:

_____
City Clerk of the City of Corona, California

CERTIFICATION

I, Sylvia Edwards**,** City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly passed and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on the 1st day of April 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 1st day of April 2020.

_____

City Clerk of the City of Corona, California

(SEAL)

File #: 20-0185

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Community Development Department

SUBJECT:
City Council consideration of PM 37608, a Parcel Map application to subdivide 74.80 acres into 13 lots for light industrial purposes located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan. (Applicant: Patrick Tritz, Latitude Business Park, LLC.)

RECOMMENDED ACTION:
That the City Council approve PM 37608 subject to the findings and conditions as recommended by the Planning and Housing Commission and adopt the Mitigated Negative Declaration and Mitigation Monitoring Plan, regarding potential environmental impact of the project.

ANALYSIS:
Project Site Background
The 74.8-acre project site is a former sand mine, closed in 1997 and reclaimed under the terms of a surface mine permit issued in 1978. The project site in addition to the 113.5 acres to the south was annexed to the City in 2001. The project site and the 113.5 acres to the south are also part of PM 29503 which was approved by the City Council in 2002. PM 29503 was a phased parcel map and the map phases associated with the 113.5 acres are recorded and facilitated the development of a regional shopping center known as the Crossings at Corona. PM 37608 proposes to remap the parcels created by PM 29503 on the project site only.

The City received written verification from the Office of Mine Reclamation dated September 29, 2015, that the mine site previously operated on the project site had been substantially reclaimed in accordance with the approved reclamation plan. Since the project site is fully reclaimed from the previous mining operation urbanized development can now occur on the project site.

Project Description

PM 37608 facilitates the development of approximately 75 acres for light industrial and warehouse purposes. The parcel map will subdivide the project site into 13 lots. The El Cerrito Specific Plan provides that the development standards of the City's M-1 (Light Manufacturing) zone shall apply to the Light Industrial designation of the Specific Plan. Under the M-1 zone, newly created lots shall meet the following minimum lot area, width, and depth requirements:

Minimum parcel size: 20,000 SF
Minimum lot width: 100 feet
Minimum lot depth: 150 feet

A summary of the proposed parcels in PM 37608 is provided in the below table.

Parcel No.	Area (SF[1]/Acres)	Width	Depth
1	423,747 / 9.93	560	629
2	182,740 / 4.20	430	334
3	142,025 / 3.26	448	300
4	101,535 / 2.33	350	290
5	87,720 / 2.01	280	298
6	105,890 / 2.43	240	355
7	134,279 / 3.08	135	649
8	81,672 / 1.87	464	116
9	202,226 / 4.64	360	476
10	525,709 / 12.07	586	908
11	171,655 / 3.94	320	456
12	237,536 / 5.45	370	595
13	785,461 / 18.03	730	900

All of the proposed parcels meet the minimum lot area, width, and depth standards for the M-1 zone and therefore, comply with the LI designation. The proposed lots will have access via internal private roadways, which are designated by easements on the parcel map.

Access and Circulation

Primary access to the parcels will be from Tom Barnes Road, which is an improved public street that also provides secondary access to the Crossings at Corona shopping center. The portion of Temescal Canyon Road adjacent to the site is partially improved, and will require widening and the installation of curb, gutter, sidewalk, and landscaping with this project.

No direct vehicle access is proposed from La Gloria Street and Liberty Avenue, which are located within the unincorporated area of Riverside County on the north side of the project site. The City did receive a letter from the County of Riverside Transportation and Land Management Agency dated September 26, 2008, indicating the County negotiated an arrangement with Castle and Cooke (the

prior property owner) to pay a fee in lieu of constructing the street improvements on Liberty Avenue and La Gloria Street associated with PM 29503. The County indicated the funds would be used in the future to provide some improvements to these roads or used on other roads in the adjacent area that will benefit the residents in the unincorporated county. During the public hearing at the Planning and Housing Commission meeting, the residents on Liberty Avenue requested that Liberty Avenue be improved in some capacity due to the unimproved condition of the road. Since the Planning and Housing Commission meeting, the developer has met with the residents on Liberty Avenue and with County and City staff to discuss the partial paving of Liberty Avenue. The developer has agreed to construct a paved width of 24 feet on Liberty Avenue adjacent to the residences. Exhibit 3 shows where Liberty Avenue would be paved. Paving would start at the residential driveway located at 7770 Liberty Avenue and would continue west to the residential driveway located at 7570 Liberty Avenue. The approximate length of the paving would be 1,100 feet.

County staff has agreed to the proposed paving and a condition of approval was added to PM 37608 since the Planning and Housing Commission meeting to state:

The portion of Liberty Avenue adjacent to the residences north of the project site's property line shall be paved to a width of 24 feet by the developer prior to the issuance of the first Certificate of Occupancy for the project. The paved road section shall be reviewed and approved by the County of Riverside's Transportation and Land Management Agency.

Also, as a condition of approval for the project, the Covenants, Conditions and Restrictions (CC&Rs) being established for the project shall include language that truck traffic exiting the property shall exit southbound on Temescal Canyon Road to Cajalco Road to access the freeway. Truck traffic going northbound on Temescal Canyon Road from the project site is prohibited. This truck route shall remain in place until Temescal Canyon Road north of the project site is improved to its ultimate width in the County of Riverside.

Temescal Canyon Road is a regional facility in the County's Transportation Uniform Mitigation Fee (TUMF) program. Recently, the County Transportation Department successfully obtained funds from the TUMF program in the amount of $3 million for the planning and engineering work associated with the widening of Temescal Canyon Road between El Cerrito Road and Tom Barnes Street from two lanes to four lanes. The County Transportation Department is considering the improvement of this road segment a priority, but also anticipates this project to be complex given the necessary right-of-way acquisitions to construct the road to its ultimate width. County Transportation will be developing a funding plan for the right-of-way acquisition and construction phase of the Temescal Canyon Road widening in El Cerrito, that will require further funding partnerships with the Riverside County Transportation Commission (RCTC) and Western Riverside Council of Governments (WRCOG) to maximize use of Federal, State and Regional funds. Once the segment of Temescal Canyon Road that extends through the El Cerrito community is complete, Temescal Canyon Road will have 5 miles of four lanes, improving the bottleneck conditions that exist today in that area.

The developer is also responsible for constructing or paying the fair share cost of the following circulation improvements:

- Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This improvement shall be done prior to the issuance of the first certificate of occupancy for the project.

- Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of PM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.
- Intersection at State Street at Ontario Avenue (Year 2022). This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). The developer is responsible for 100% of the cost associated with this improvement. The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

The project promotes General Plan Policy 1.12.1 because PM 37608 creates parcels that facilitate the development of a light industrial park which will provide for the development of new uses in accordance with the Light Industrial designation of the General Plan and the applicable design and development policies of the General Plan. Development of the project expands the City's industrial base and provides an opportunity to develop a large infill area, enhancing the surrounding

residential, light industrial and commercial areas.

COMMITTEE ACTION:
Not applicable.

STRATEGIC PLAN:
Not applicable.

FISCAL IMPACT:
The applicant paid $9,428.00 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 Latitude Business Park project. Per CEQA Guidelines Section 15206 (b)(2)(E), the industrial project is considered statewide, regional or area wide significance and was submitted to the State Clearinghouse (SCH#2020019017) on January 7, 2020. The 30-day review and public comment period at the State Clearinghouse ended on February 5, 2020. A Notice of Intent to have the City Council adopt the MND was published by the City on March 11, 2020.

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 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 effect on the environment. The Initial Study and Mitigated Negative Declaration are recommended for adoption (Exhibits 4 & 5).

The City received comment letters on the initial study from Golden State Environmental Justice Alliance dated January 29, 2020, Better Neighborhoods dated January 31, 2020, South Coast Air Quality Management District dated February 7, 2020, Department of Justice, Attorney General Office dated February 7, 2020, California Department of Fish and Wildlife dated February 7, 2020, and Blum Collins LLP dated February 10, 2020. Staff provided responses to these comment letters and are provided as Exhibits 6 & 7.

PLANNING AND HOUSING COMMISSION ACTION:
At its meeting of February 24, 2020, the Planning and Housing Commission considered the subject matter and took the following action:

Motion was made, seconded (Siqueland/Jones) and carried unanimously, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan and approval of PM 37608 to the City Council, based on the findings contained in the staff report, conditions of approval and added conditions of approval. The minutes of the Planning and Housing Commission meeting are included as Exhibit 9.

PREPARED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

SUBMITTED BY: JACOB ELLIS, CITY MANAGER

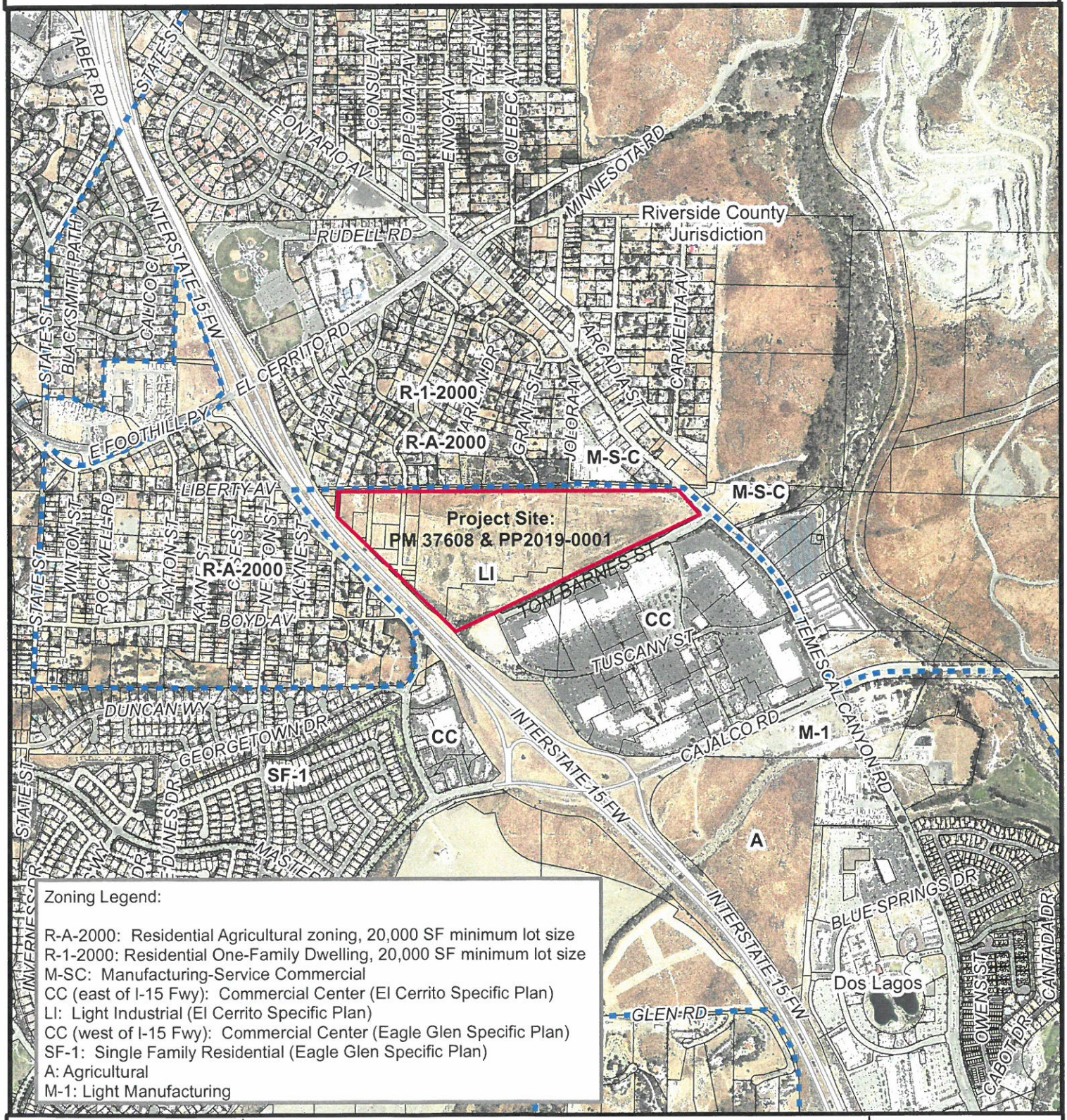
Attachments:

1. Exhibit 1 - Locational and Zoning Map
2. Exhibit 2 - Site Plan for PM 37608
3. Exhibit 3 - Liberty Road Paved Section
4. Exhibit 4 - Mitigated Negative Declaration
5. Exhibit 5 - Initial Study/Mitigation Monitoring Reporting Plan for Latitude Business Park
6. Exhibit 6 - Response to Comments on IS/MND received from Department Justice, Attorney General Office, California Department of Fish and Wildlife, South Coast AQMD and Blum Collins, LLP
7. Exhibit 7 - Response to Comments on IS/MND Golden State Environmental Justice Alliance, dated January 29, 2020, and Better Neighborhoods, dated January 31, 2020
8. Exhibit 8 - Planning and Housing Commission Staff Report
9. Exhibit 9 - Minutes of the Planning and Housing Commission meeting of February 24, 2020

APPLICANT INFORMATION

Patrick Tritz, Latitude Business Park, LLC., 2518 Santiago Blvd., Orange, CA 92867

LOCATIONAL & ZONING MAP



Zoning Legend:

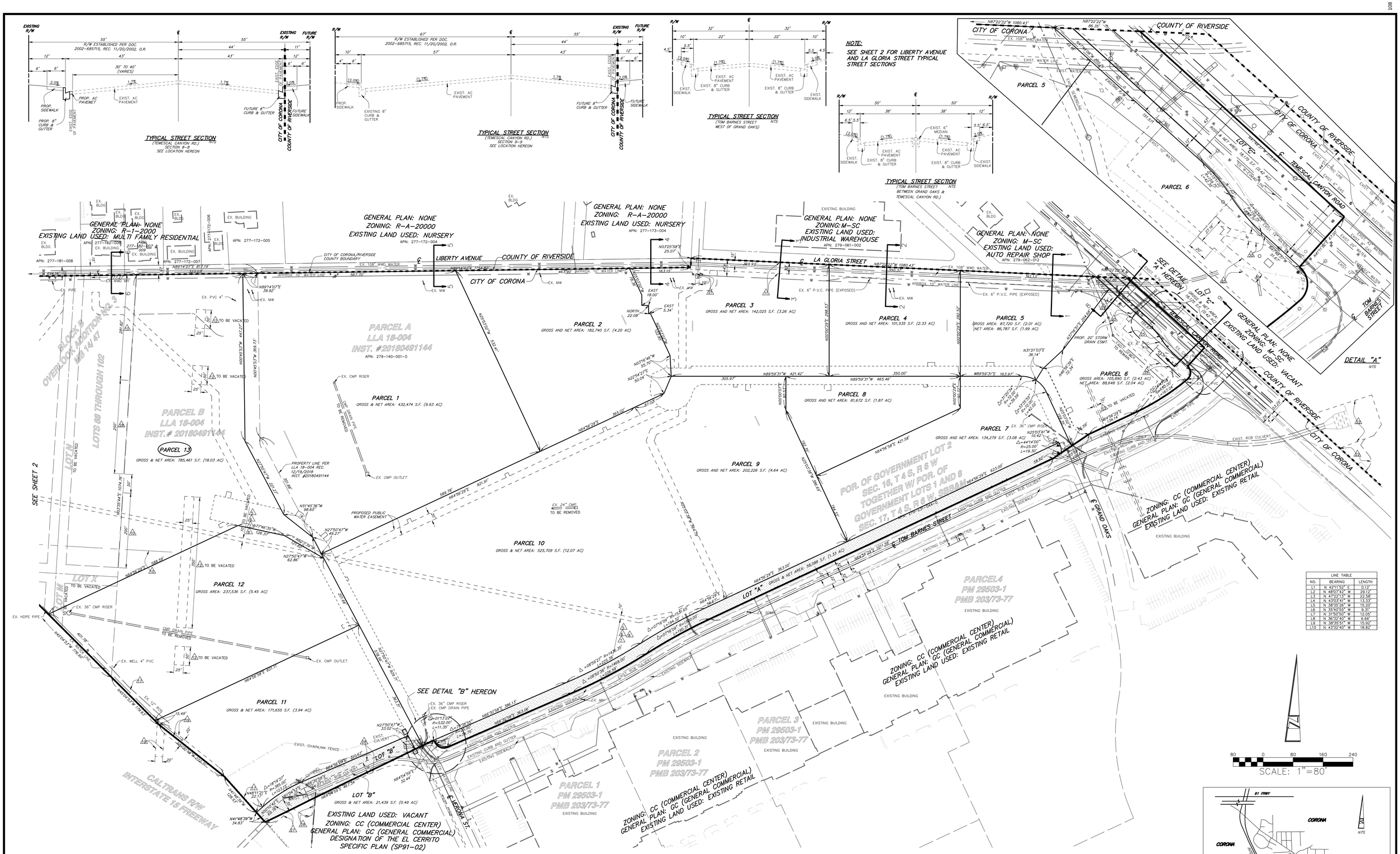
R-A-2000: Residential Agricultural zoning, 20,000 SF minimum lot size
R-1-2000: Residential One-Family Dwelling, 20,000 SF minimum lot size
M-SC: Manufacturing-Service Commercial
CC (east of I-15 Fwy): Commercial Center (El Cerrito Specific Plan)
LI: Light Industrial (El Cerrito Specific Plan)
CC (west of I-15 Fwy): Commercial Center (Eagle Glen Specific Plan)
SF-1: Single Family Residential (Eagle Glen Specific Plan)
A: Agricultural
M-1: Light Manufacturing

Date: 02/05/2020

PM 37608 & PP2019-0001

Latitude Business Park, LLC

EXHIBIT 1



LINE TABLE		
NO.	BEARING	LENGTH
L1	N 42°11'52" E	0.12'
L2	N 48°07'42" W	29.12'
L3	N 47°22'13" W	22.58'
L4	N 43°03'41" W	13.33'
L5	N 38°35'28" W	15.20'
L6	N 35°40'55" W	9.31'
L7	N 31°50'50" W	12.05'
L8	N 36°32'40" W	6.66'
L9	N 38°35'51" W	15.92'
L10	N 43°32'40" W	18.82'

TOTAL GROSS AREA:

3,271,426 S.F. (75.10 ACRES)

TOTAL NET AREA:

3,170,963 S.F. (72.80 ACRES)

TOTAL NUMBER OF PARCEL:

13 PARCELS
2 LETTERED LOTS FOR CONSERVATION AREA PURPOSES
3 LETTERED LOTS FOR STREET PURPOSES

ZONING & LAND USE

SPECIFIC PLAN:	SP-91-02
GENERAL PLAN:	L1 (LIGHT INDUSTRIAL)
PLANNING AREA:	LIGHT INDUSTRIAL USES, COMMERCIAL RECREATION, AND LIMITED RETAIL
(PA-2)	LIGHT INDUSTRIAL USES, AND OFFICE BUILDINGS WITH ASSOCIATED SERVICE USES
EXISTING LAND USE:	VACANT
ZONING:	L1 (LIGHT INDUSTRIAL) DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91-02)
PROPOSED LAND USE:	LIGHT INDUSTRIAL & OFFICE

SOURCES OF TOPOGRAPHY:

FIELD SURVEY BY:
LAND DEVELOPMENT DESIGN COMPANY, LLC
DATED: 12-04-2014
TEL: (909) 930-1466
FAX: (909) 930-1468
ATTN: KEVIN J. RICHER

CIVIL ENGINEER:

LAND DEVELOPMENT DESIGN COMPANY
2313 E PHILADELPHIA STREET, UNIT F
ONTARIO CA 91761
TEL: (909) 930-1466
FAX: (909) 930-1468
ATTN: KEVIN J. RICHER

PROPERTY OWNER/DEVELOPER:

REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867
(714) 998-3400

LEGAL DESCRIPTION:

SEE SHEET 2.

DATE PREPARED: 8/24/18

REVISION DATE: 9/19/19

ASSESSORS PARCEL NUMBERS:

APN: 279-121-004-4
APN: 279-121-005-5
APN: 279-121-006-6
APN: 279-122-001-4
APN: 279-122-002-5
APN: 279-122-003-6
APN: 279-122-004-7
APN: 279-123-001-7
APN: 279-123-002-8
APN: 279-123-003-9
APN: 279-134-001-0
APN: 279-134-002-2
APN: 279-134-003-1
APN: 279-134-004-4
APN: 279-140-001-0
APN: 279-140-007-6
APN: 279-231-044-0

NOTE:

1. RECIPROCAL INGRESS/EGRESS AND PARKING AGREEMENTS WILL BE REQUIRED PRIOR TO THE RECORDATION OF THE MAP.
2. APPROVED CC&R WILL BE REQUIRED PRIOR TO THE RECORDATION OF THE MAP.

LEGEND

- RIGHT OF WAY/PARCEL LINE BOUNDARY
- ACCESS RESTRICTION
- CENTERLINE
- EASEMENT
- CURB AND GUTTER
- PROPOSED PROPERTY LINE
- S — EXISTING SEWER LINE
- W — EXISTING WATER LINE
- T — EXISTING TELEPHONE LINE
- E — EXISTING ELECTRIC LINE
- G — EXISTING GAS LINE
- EXISTING STORM DRAIN
- CITY/COUNTY BOUNDARY
- LOTS FOR CONSEVATION PURPOSES

UTILITY CONTACTS

WATER	CITY OF CORONA DWP 400 S VICENTIA CORONA, CA 91720 (951) 736-2321	GAS	SOUTHERN CALIFORNIA GAS CO. (909) 335-7733
SEWER	CITY OF CORONA DWP 400 S. VICENTIA CORONA, CA 91720 (951) 736-2321	TELEPHONE	AT&T (866) 243-6122
		CABLE	TIME WARNER CABLE (951) 547-3830
POWER	SOUTHERN CALIFORNIA EDISON CO. (909) 930-8591	FIBER-OPTIC	CROWN CASTLE NG WEST (626) 320-0996

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/6/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH
R.C.E. 31653 LIC. EXP.12/31/20 — DATE 9/19/19
APPROVED BY: — DATE

DPR2018-0015 AND DPR 2018-0016

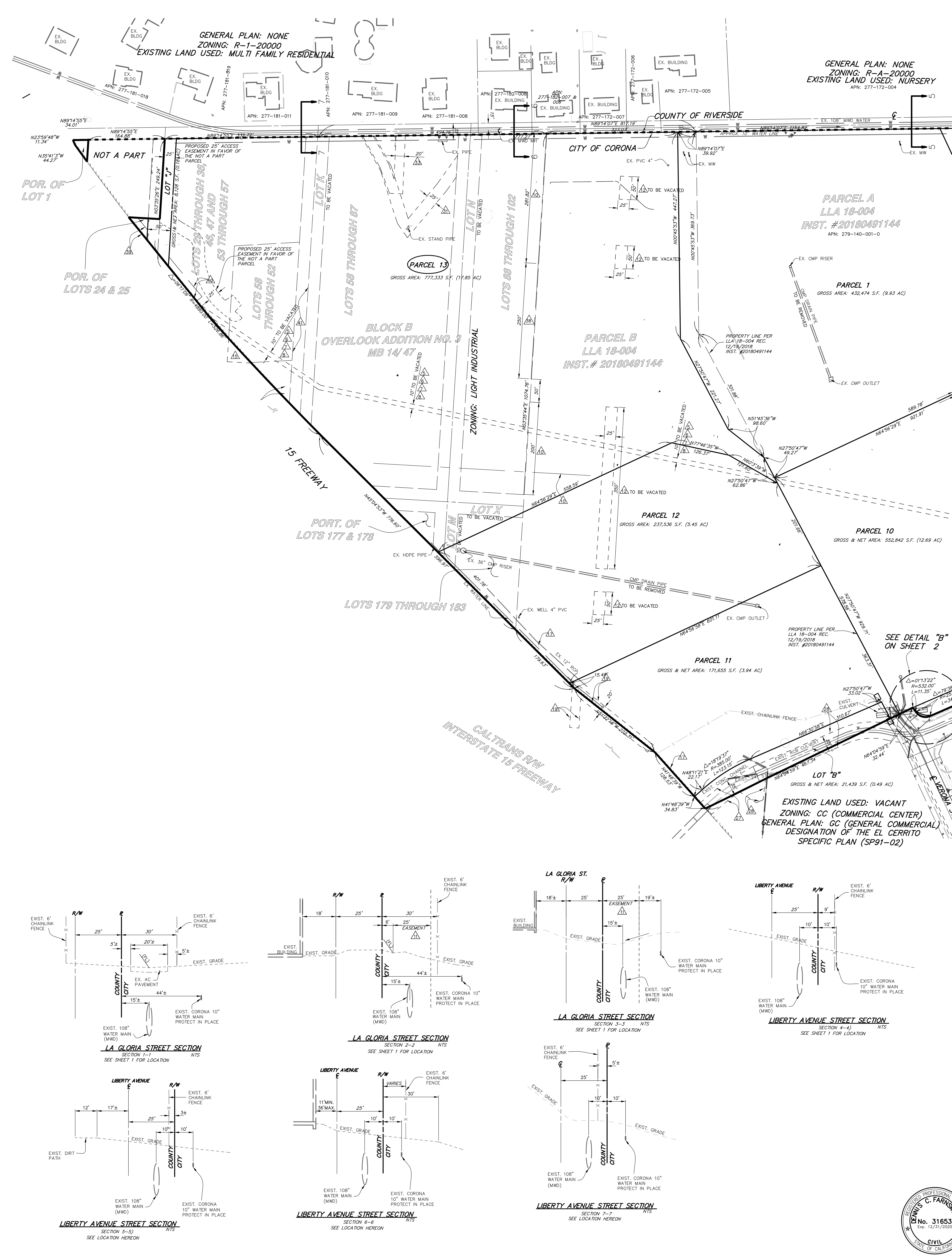
PARCEL MAP 37608
FOR CONDOMINIUM PURPOSES

SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

DATE: 9/19/19	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=80'
DESIGNED BY: KJR	SHEET 1 OF 3 SHEETS
CHECKED BY: KJR	



LEGAL DESCRIPTION:

PARCEL 1: ASSESSOR'S PARCEL NO. 279-123-001-7; 279-123-002-8; 279-123-003-9

LOTS 88 THROUGH 102, INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM LOTS 93 THROUGH 97, INCLUSIVE ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY ANNA M. WATTS, IN DEED RECORDED JULY 23, 1965, AS DOCUMENT NO. 85253 OF OFFICIAL RECORDS.

PARCEL 2: ASSESSOR'S PARCEL NO. 279-134-002-2; 279-134-003-3; 279-134-004-4

LOTS 179 THROUGH 183, INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

EXCEPT THAT PORTION OF SAID LOTS 181, 182 AND 183 DESCRIBED IN DEEDS TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306 AND AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM SAID LOTS 182 AND 183 ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY CURTIS A. CHANCE, JR., ET AL., IN DEED RECORDED AUGUST 16, 1963, AS DOCUMENT NO. 86205 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM SAID LOTS 179 AND 180 ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY JAMES BRADY, ET UX., IN DEED RECORDED FEBRUARY 29, 1968, AS DOCUMENT NO. 18345 OF OFFICIAL RECORDS.

PARCEL 3: OMITTED

PARCEL 4: ASSESSOR'S PARCEL NO. 279-122-001-4; 279-122-002-5; 279-122-003-6; 279-122-004-7

LOTS 58 THROUGH 87 INCLUSIVE IN BLOCK B OF THE OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

ALSO EXCEPT LOTS 61, 65, 66, 67, 68, 69, 76, 77, 78, 79 AND 80 HEREINABOVE ALL OIL, GAS OR OTHER HYDROCARBON SUBSTANCES, AS RESERVED IN DEED RECORDED MARCH 29, 1963, AS DOCUMENT NO. 30796; AND JULY 7, 1965, AS DOCUMENT NO. 78159 BOTH OF OFFICIAL RECORDS.

PARCEL 5: OMITTED

PARCEL 6: ASSESSOR'S PARCEL NO. 279-121-005-5

LOTS 48, 49, 50, 51 AND 52 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF LOTS 48 AND 49 GRANTED TO THE STATE OF CALIFORNIA FOR FREEWAY PURPOSES, BY DEED RECORDED JANUARY 21, 1965, AS DOCUMENT NO. 7577 OF OFFICIAL RECORDS.

PARCEL 7: ASSESSOR'S PARCEL NO. 279-125-003-5; 279-125-004-6

LOTS 1, 24 AND 25 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

PARCEL 8: ASSESSOR'S PARCEL NO. 279-121-004-4-; 279-121-006-6

LOTS 29 THROUGH 36 INCLUSIVE; LOTS 46, 47 AND 53 THROUGH 57 INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306; AND AS DOCUMENT NO. 40307 BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED IN DEED RECORDED FEBRUARY 26, 1964, AS DOCUMENT NO. 24113 OF OFFICIAL RECORDS.

PARCEL 9: ASSESSOR'S PARCEL NO. 279-134-001-0

LOT 177 AND 178 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

EXCEPT THAT PORTION OF SAID LOTS 177 AND 178 AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306; AND AS DOCUMENT NO. 40307 BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT FROM SAID LAND ALL OIL, GAS AND HYDROCARBON SUBSTANCES, AS RESERVED BY DR. DAVID F. HYDER IN DEED RECORDED APRIL 17, 1963, AS DOCUMENT NO. 38523 OF OFFICIAL RECORDS.

PARCEL 10:

THOSE PORTIONS OF LOTS J, K, M, N AND X, BLOCK B OF OVERLOOK ADDITION NO.3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING NORTHEASTERLY OF THE STATE HIGHWAY SOUTHERLY OF LOT W OF SAID MAP; AND WESTERLY OF THE WESTERLY BOUNDARY OF TRACT NO. 3333-4, RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF THE WESTERLY ONE HALF OF LOT J LYING NORTHERLY OF THE EASTERLY PROLONGATION OF SOUTHERLY BOUNDARY OF LOT 26 OF BLOCK B OF SAID TRACT.

PARCEL 11:

THAT PORTION OF LOT W LYING ADJACENT TO BLOCK A AND B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY BOUNDARY OF PARCEL B, AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS

EXCEPT THEREFROM THAT PORTION OF LOT W, BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE WESTERLY BOUNDARY OF SAID LOT 28 OF BLOCK B; AND THE NORTHERLY PROLONGATION OF THE CENTER LINE OF SAID LOT J OF BLOCK B.

PARCEL A: ASSESSOR'S PARCEL NO. 279-140-001-0

PARCEL A OF LOT LINE ADJUSTMENT NO. 18-004, AS EVIDENCED BY DOCUMENT RECORDED DECEMBER 19, 2018 AS INSTRUMENT NO. 20180491144 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF TRACT 3333-R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, AND A PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN BEING SHOWN AND DESCRIBED AS PARCEL 3 ON THE LOT LINE ADJUSTMENT NO. LLA 02-005, RECORDED JULY 1, 2002 AS INSTRUMENT NO. 2002-362678 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH 03°25'58" WEST ALONG THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, A DISTANCE OF 25.07 FEET TO A POINT LYING ON THE SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY, SOUTH 89°14'07" WEST, A DISTANCE OF 1154.82 FEET TO THE TRUE POINT OF BEGIINNING;

THENCE SOUTHERLY, LEAVING SAID SOUTHERLY RIGHT OF WAY, SOUTH 00°45'53" EAST, A DISTANCE OF 437.55 FEET;

THENCE SOUTH 27°50'47" EAST, A DISTANCE OF 929.71 FEET TO A POINT LYING ON THE NORTHERLY RIGHT OF WAY LINE OF LOT "A" OF PARCEL MAP NO. 29503-1, FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY AND ALONG THE NORTHERLY LINE OF PARCEL 2 OF SAID LOT LINE ADJUSTMENT NO. 02-005, SOUTH 64°04'59" WEST, A DISTANCE OF 467.34 FEET TO THE NORTHERLY RIGHT OF WAY OF ROUTE 15 AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY OF ROUTE 15, NORTH 41°48'39" WEST, A DISTANCE OF 163.36 FEET;

THENCE NORTH 51°32'18" WEST, A DISTANCE OF 222.31 FEET;

THENCE NORTH 45°04'53" WEST, A DISTANCE OF 179.63 FEET TO A POINT LYING ON THE WEST LINE OF SAID TRACT 3333-R AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHERLY ALONG SAID WEST LINE, NORTH 03°35'44" EAST, A DISTANCE OF 1074.76 FEET TO SAID SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY, NORTH 89°14'07" EAST, A DISTANCE OF 323.04 FEET TO SAID TRUE POINT OF BEGINNING.

EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES:

LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JUNE 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS.

LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS.

LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS.

LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS.

LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS.

LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS.

LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS.

LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS.

LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS.

LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS.

LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL O. DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS.

PARCEL 1A:

AN EASEMENT FOR DISCHARGE, FLOW, DRAINAGE AND RELEASE OF SURFACE, STORM, GROUND, STREAM, WATERCOURSE AND OTHER WATERS, AS CONTAINED IN THAT CERTAIN EASEMENT AGREEMENT, RECORDED APRIL 9, 2003, AS DOCUMENT NO. 2003-248444 OF OFFICIAL RECORDS.

PARCEL B: ASSESSOR'S PARCEL NO. 279-140-007-6; 279-231-044-0

PARCEL B AS SHOWN ON LOT LINE ADJUSTMENT NO. 18-004, AS EVIDENCED BY DOCUMENT RECORDED DECEMBER 19, 2018 AS INSTRUMENT NO. 20180491144 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF TRACT 3333-R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, AND A PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN BEING SHOWN AND DESCRIBED AS PARCEL 3 ON THE LOT LINE ADJUSTMENT NO. LLA 02-005, RECORDED JULY 1, 2002 AS INSTRUMENT NO. 2002-362678 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 16, SOUTH 87°22'22" EAST, A DISTANCE OF 1103.98 FEET TO THE SOUTHWESTERLY RIGHT OF WAY OF TEMESCAL CANYON ROAD, 80.00 FEET IN WIDTH, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY RIGHT OF WAY, SOUTH 47°48'37" EAST, A DISTANCE OF 324.27 FEET TO THE MOST NORTHERLY CORNER OF LOT A OF PARCEL MAP NO. 29503-1, FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE WESTERLY ALONG THE NORTHERLY RIGHT OF WAY OF SAID LOT A, SOUTH 42°11'23" WEST, A DISTANCE OF 27.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE WESTERLY AND HAVING A RADIUS OF 23.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 42°11'23" WEST;

THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 98°01'38", AN ARC DISTANCE OF 39.35 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 650.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 39°46'59" EAST;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°43'27", AN ARC DISTANCE OF 167.04 FEET TO THE BEGINNING OF A TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID TANGENT LINE, SOUTH 64°56'29" WEST, A DISTANCE OF 134.14 FEET; THENCE SOUTH 55°58'07" WEST, A DISTANCE OF 115.41 FEET;

THENCE SOUTH 64°56'29" WEST, A DISTANCE OF 1011.58 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1500.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°16'09", AN ARC DISTANCE OF 190.30 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS 1468.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 32°19'40" EAST;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°50'38", AN ARC DISTANCE OF 226.59 FEET TO THE BEGINNING OF A TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID TANGENT LINE, SOUTH 66°30'58" WEST, A DISTANCE OF 363.06 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 25.00 FEET;
THENCE SOUTHWESTERLY, WESTERLY AND NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 79°38'55", AN ARC DISTANCE OF 34.75 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 532.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 56°09'53" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°13'24", AN ARC DISTANCE OF 11.36 FEET TO THE BEGINNING OF A NON-TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID NON-TANGENT LINE, SOUTH 64°04'59" WEST, A DISTANCE OF 32.44 FEET; THENCE NORTHWESTERLY, LEAVING SAID NORTHERLY LINE OF LOT A, NORTH 27°50'47" WEST, A DISTANCE OF 929.71 FEET;

THENCE NORTH 00°45'53" WEST, A DISTANCE OF 437.55 FEET TO A POINT LYING ON THE SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE AS SHOWN ON SAID RECORD OF SURVEY;

THENCE EASTERLY ALONG SAID RIGHT OF WAY, NORTH 89°14'07" EAST, A DISTANCE OF 1477.86 FEET TO A POINT LYING ON THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHERLY ALONG SAID COMPROMISE LINE, NORTH 03°25'58" EAST, A DISTANCE OF 25.07 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES:

LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JUNE 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS.

LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS.

LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS.

LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS.

LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS.

LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS

LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS.

LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS.

LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS.

LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS.

LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL O. DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS.

ITEMS SHOWN HEREON WERE TAKEN FROM THE TITLE REPORT BY FIRST AMERICAN TITLE INSURANCE COMPANY ORDER NO. NCS-914047-ONT-1 DATED, JULY 2, 2018.

1 GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019, A LIEN NOT YET DUE OR PAYABLE.

2 THE LIEN OF SPECIAL TAX ASSESSED PURSUANT TO CHAPTER 2.5 COMMENCING WITH SECTION 53311 OF THE CALIFORNIA GOVERNMENT CODE FOR COMMUNITY FACILITIES DISTRICT NO. 2002-3, AS DISCLOSED BY NOTICE OF SPECIAL TAX LIEN RECORDED MARCH 04, 2003 AS INSTRUMENT NO. 151147 OF OFFICIAL RECORDS.

3 THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

4 AN EASEMENT FOR IRRIGATING DITCHES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 26, 1895 IN BOOK 28 OF DEEDS, PAGE 385. (NOT PLOTTABLE)

IN FAVOR OF: TEMESCAL WATER COMPANY, A CORPORATION DULY ORGANIZED AND EXITING UNDER THE LAWS OF THE STATE OF CALIFORNIA

5 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 27, 1915 IN BOOK 406 OF DEEDS, PAGE 110. IN

FAVOR OF: JOHN H. FLAGLER AFFECTS: AS DESCRIBED THEREIN

6 AN EASEMENT FOR PIPE LINE AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 1924 IN BOOK 617 OF DEEDS, PAGE 127.

IN FAVOR OF: EL CERRITO RANCH COMPANY, A CORPORATION

7 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 09, 1924 IN BOOK 618 OF DEEDS, PAGE 357.

IN FAVOR OF: JOHN H. FLAGLER AFFECTS: AS DESCRIBED THEREIN

8 AN EASEMENT FOR PIPES, DITCHES AND FLUMES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 06, 1924 IN BOOK 622 OF DEEDS, PAGE 234.

IN FAVOR OF: TEMESCAL WATER COMPANY, A CORPORATION

9 AN EASEMENT FOR LAYING AND MAINTAINING A PIPE LINE, FOR CONVEYING IRRIGATION WATERS AND INCIDENTAL PURPOSES, RECORDED AUGUST 15, 1930 AS INSTRUMENT NO. 1026 OF OFFICIAL RECORDS. (NOT PLATTABLE)

IN FAVOR OF: FRANCIS A. STEARNS

10 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 16, 1954 AS INSTRUMENT NO. 7696 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY

11 AN EASEMENT FOR PIPELINES, INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 29, 1954 AS BOOK 1647, PAGE 367 OF OFFICIAL RECORDS.

IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION

12 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED JULY 22, 1960 AS INSTRUMENT NO. 64926 OF OFFICIAL RECORDS.

IN FAVOR OF: BEDFORD HEIGHTS MUTUAL WATER COMPANY, INC., ITS SUCCESSORS AND ASSIGNS

13 AN EASEMENT FOR NOT DISCLOSED AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1964 AS INSTRUMENT NO. 3829 OF OFFICIAL RECORDS. (NOT PLOTTABLE)

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY

14 AN EASEMENT FOR RIGHTS OF WAY AND INCIDENTAL PURPOSES, RECORDED JULY 07, 1964 AS INSTRUMENT NO. 83035 OF OFFICIAL RECORDS. (NOT PLOTTABLE, WITHIN R/W)

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF STATE OF CALIFORNIA

15 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED JANUARY 21, 1965 AS INSTRUMENT NO. 7577 OF OFFICIAL RECORDS.

16 A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY, ROADWAY OR TRANSIT FACILITY AS CONTAINED IN THE DOCUMENT RECORDED JANUARY 21, 1965 AS INSTRUMENT NO. 7577 OF OFFICIAL RECORDS.

17 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MARCH 16, 1965 AS INSTRUMENT NOS. 29684 AND 29685 AND RECORDED APRIL 8, 1965 AS INSTRUMENT NOS. 40306 AND 40307, ALL OF OFFICIAL RECORD

18 A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY, ROADWAY OR TRANSIT FACILITY AS CONTAINED IN THE DOCUMENT RECORDED MARCH 16, 1965 AS INSTRUMENT NOS. 29684 AND 29685 AND RECORDED APRIL 8, 1965 AS INSTRUMENT NOS. 40306 AND 40307, ALL OF OFFICIAL RECORDS.

19 19. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MAY 24, 1965 AS INSTRUMENT NO. 59442 OF OFFICIAL RECORDS.

IN FAVOR OF: BEDFORD HEIGHTS MUTUAL WATER COMPANY, A CORPORATION AND ROBERT A. MCMILLAN AND HAROLD C. MCMILLAN

20 AN EASEMENT FOR WATER UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 26, 1969 AS INSTRUMENT NO. 121987 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF THE STATE OF CALIFORNIA

21 AN EASEMENT FOR WATER UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 26, 1969 AS INSTRUMENT NO. 121991 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF THE STATE OF CALIFORNIA

22 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 02, 1987 AS INSTRUMENT NO. 190491 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS

23 AN EASEMENT FOR UNDERGROUND WATER LINE AND INCIDENTAL PURPOSES, RECORDED JANUARY 25, 1988 AS INSTRUMENT NO. 19356 OF OFFICIAL RECORDS.

IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION

24 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 106, PAGE 61 OF RECORD OF SURVEYS.

25 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 05, 2000 AS INSTRUMENT NO. 2000-483385 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS AFFECTS:

DOCUMENT RE-RECORDED SEPTEMBER 12, 2002 AS INSTRUMENT NO. 2002-507538 OF OFFICIAL RECORDS.

26 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FEE AND INFRASTRUCTURE AGREEMENT" RECORDED JANUARY 23, 2002 AS INSTRUMENT NO. 2002-40168 OF OFFICIAL RECORDS.

27 AN OFFER OF DEDICATION FOR STORM DRAIN FACILITIES AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 2002 AS INSTRUMENT NO. 2002-531787 OF OFFICIAL RECORDS.

TO: CITY OF CORONA SAID OFFER WAS ACCEPTED BY CITY OF CORONA RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 24, 2005, AS INSTRUMENT NO. 2005-696645 OF OFFICIAL RECORDS.

28 AN OFFER OF DEDICATION FOR STORM DRAIN FACILITIES AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 2002 AS INSTRUMENT NO. 2002-531788 OF OFFICIAL RECORDS.

TO: CITY OF CORONA SAID OFFER WAS ACCEPTED BY CITY OF CORONA RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 24, 2005, AS INSTRUMENT NO. 2005-696646 OF OFFICIAL RECORDS.

29 AN EASEMENT FOR STREET, STORM DRAIN, WATER, SEWER AND PUBLIC UTILITY FACILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 20, 2002 AS INSTRUMENT NO. 2002-685715 OF OFFICIAL RECORDS. (WITH IN TEMESCAL CANYON RIGHT OF WAY)

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS AFFECTS: AS

30 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 15, 2003 AS INSTRUMENT NO. 2003-031273 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS

31 AN EASEMENT FOR ACCESS ROAD AND PIPELINE FOR WATER AND INCIDENTAL PURPOSES, RECORDED JANUARY 17, 2003 AS INSTRUMENT NO. 2003-038210 OF OFFICIAL RECORDS. (LOCATED OUTSIDE THE PARCEL BOUNDARY)

IN FAVOR OF: ELSINORE VALLEY MUNICIPAL WATER DISTRICT, A PUBLIC AGENCY

32 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 09, 2003 AS INSTRUMENT NO. 2003-248444 OF OFFICIAL RECORDS.

33 AN EASEMENT FOR PIPELINES AND ACCESS ROAD AND INCIDENTAL PURPOSES, RECORDED JULY 30, 2009 AS INSTRUMENT NO. 2009-0397381 OF OFFICIAL RECORDS.

IN FAVOR OF: ELSINORE VALLEY MUNICIPAL WATER DISTRICT, A PUBLIC AGENCY

34 A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF $350,000,000.00 RECORDED AUGUST 30, 2007 AS INSTRUMENT NO. 2007-0556585 OF OFFICIAL RECORDS. DATED: AUGUST 22, 2007 TRUSTOR: GATEWAY BUSINESS PARK, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY TRUSTEE: CHICAGO TITLE COMPANY BENEFICIARY: DEUTSCHE BANK TRUST COMPANY AMERICAS AFFECTS: THE LAND AND OTHER PROPERTY.

THE ABOVE DEED OF TRUST STATES THAT IT SECURES A LINE OF CREDIT. BEFORE THE CLOSE OF ESCROW, WE REQUIRE EVIDENCE SATISFACTORY TO US THAT (A) ALL CHECKS, CREDIT CARDS OR OTHER MEANS OF DRAWING UPON THE LINE OF CREDIT HAVE BEEN SURRENDERED TO ESCROW, (B) THE BORROWER HAS NOT DRAWN UPON THE LINE OF CREDIT SINCE THE LAST TRANSACTION REFLECTED IN THE LENDER'S PAYOFF DEMAND, AND (C) THE BORROWER HAS IN WRITING INSTRUCTED THE BENEFICIARY TO TERMINATE THE LINE OF CREDIT USING SUCH FORMS AND FOLLOWING SUCH PROCEDURES AS MAY BE REQUIRED BY THE BENEFICIARY. A DOCUMENT ENTITLED "ASSIGNMENT OF LEASES AND RENTS" RECORDED AUGUST 30, 2007 AS INSTRUMENT NO. 2007-0556586 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST. A DOCUMENT RECORDED AUGUST 24, 2009 AS INSTRUMENT NO. 2009-0320584 OF OFFICIAL RECORDS PROVIDES THAT THE DEED OF TRUST OR THE OBLIGATION SECURED THEREBY HAS BEEN MODIFIED. A DOCUMENT RECORDED AUGUST 25, 2010 AS INSTRUMENT NO. 2010-0405718 OF OFFICIAL RECORDS PROVIDES THAT THE DEED OF TRUST OR THE OBLIGATION SECURED THEREBY HAS BEEN MODIFIED.

35 AN EASEMENT FOR ELECTRIC UTILITY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 31, 2009 AS INSTRUMENT NO. 2009-0672857 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, CALIFORNIA, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS

36 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 132, PAGE 6 THROUGH 12 AND IN BOOK 136, PAGE 28 THROUGH 44 OF RECORD OF SURVEYS.

37 A DEED OF TRUST TO SECURE THE PERFORMANCE OF AN AGREEMENT OR OTHER OBLIGATION, RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. 2012-0633915 OF OFFICIAL RECORDS. DATED: DECEMBER 19, 2012 TRUSTOR: GATEWAY BUSINESS PARK, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY TRUSTEE: AMERICAN SECURITIES COMPANY, A CALIFORNIA CORPORATION BENEFICIARY: WELLS FARGO BANK, NATIONAL ASSOCIATION, A ADMINISTRATIVE AGENT, AND ITS SUCCESSORS OR ASSIGNS AFFECTS: THE LAND AND OTHER PROPERTY. THE ABOVE DEED OF TRUST STATES THAT IT SECURES A LINE OF CREDIT. BEFORE THE CLOSE OF ESCROW, WE REQUIRE EVIDENCE SATISFACTORY TO US THAT (A) ALL CHECKS, CREDIT CARDS OR OTHER MEANS OF DRAWING UPON THE LINE OF CREDIT HAVE BEEN SURRENDERED TO ESCROW, (B) THE BORROWER HAS NOT DRAWN UPON THE LINE OF CREDIT SINCE THE LAST TRANSACTION REFLECTED IN THE LENDER'S PAYOFF DEMAND, AND (C) THE BORROWER HAS IN WRITING INSTRUCTED THE BENEFICIARY TO TERMINATE THE LINE OF CREDIT USING SUCH FORMS AND FOLLOWING SUCH PROCEDURES AS MAY BE REQUIRED BY THE BENEFICIARY. A DOCUMENT ENTITLED "ASSIGNMENT OF LEASES AND RENTS" RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. 2012-0633916 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST. A BENEFICIARY CONSENT FORM EXECUTED BY WELLS FARGO BANK, NATIONAL ASSOCIATION, RECORDED DECEMBER 27, 2013, AS INSTRUMENT NO. 2013-596941 OF OFFICIAL RECORDS. A DOCUMENT RECORDED JANUARY 30, 2017 AS INSTRUMENT NO. 2017-0037809 OF OFFICIAL RECORDS PROVIDES THAT WELLS FARGO BANK, NATIONAL ASSOCIATION WAS SUBSTITUTED AS TRUSTEE UNDER THE DEED OF TRUST. THE EFFECT OF A DOCUMENT ENTITLED "SUBSTITUTION OF TRUSTEE AND FULL RECONVEYANCE", RECORDED JANUARY 30, 2017 AS INSTRUMENT NO. 2017-0037809 OF OFFICIAL RECORDS.

38 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 7, 1954 PER IN BOOK 1541, PAGE 143 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY

NOT ON TITLE REPORT.

39 EASEMENT FOR WATER PIPELINES PURPOSE RECORDED APRIL 8, 1965 AS DOCUMENT NO. 40310 OF OFFICIAL RECORDS.

IN FAVOR OF: TEMESCAL WATER COMPANY

40 EASEMENT FOR WATER PIPELINES PURPOSE RECORDED APRIL 8, 1965 AS DOCUMENT NO. 4031 OF OFFICIAL RECORDS.

IN FAVOR OF: TEMESCAL WATER COMPANY

41 EASEMENT PUBLIC UTILITIES AND INCIDENTAL PURPOSE RECORDED APRIL 14, 1978 AS DOCUMENT NO. 72052 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/6/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH
R.C.E. 31653 LIC. EXP. 12/31/20
9/19/19
DATE

APPROVED BY:

DATE

DPR2018-0015 AND DPR 2018-0016

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

PARCEL MAP 37608

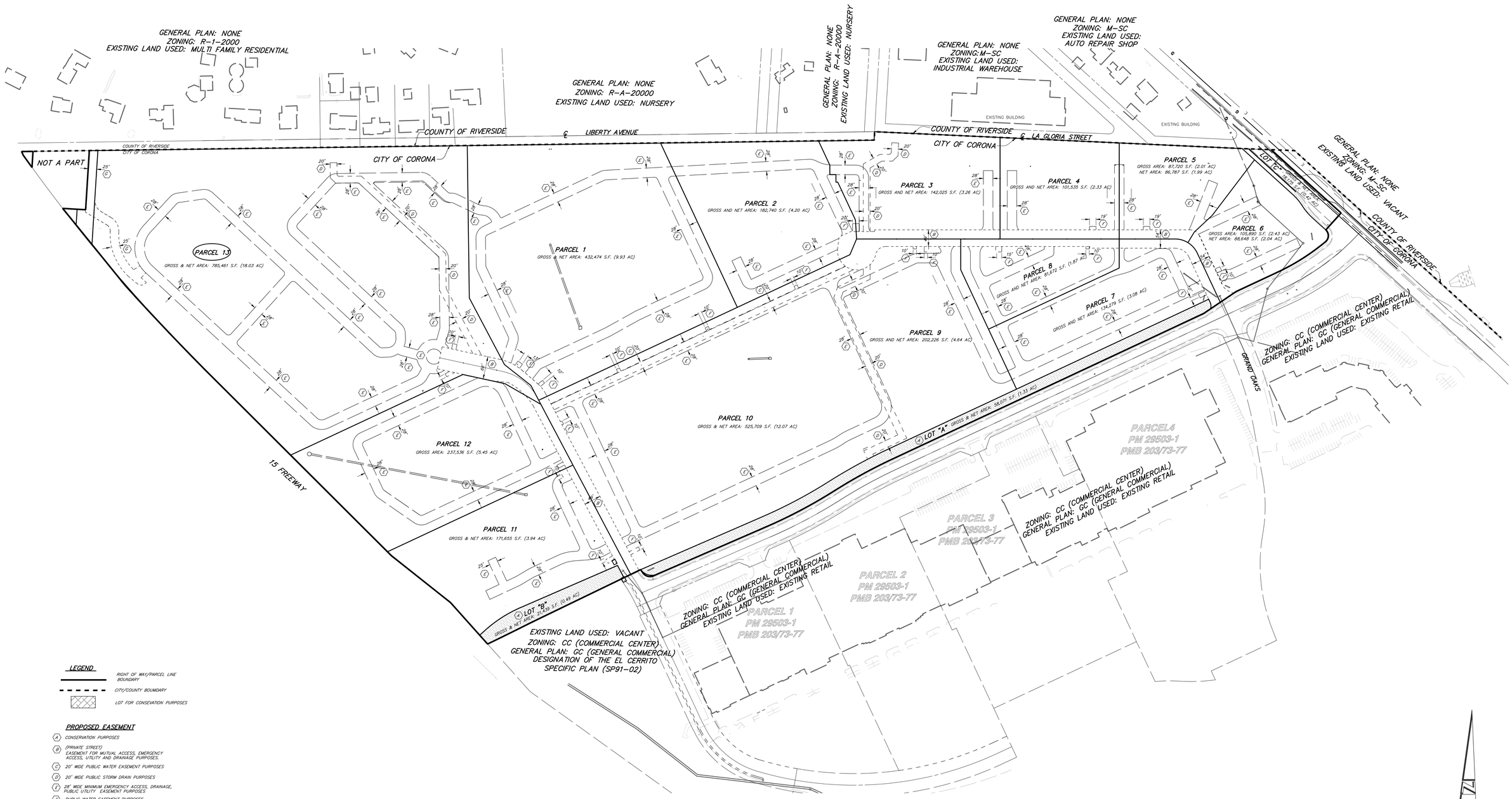
FOR CONDOMINIUM PURPOSES

SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

DATE: 9/19/19	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=80'
DESIGNED BY: KJR	SHEET 2 OF 2 SHEETS
CHECKED BY: KJR	

PROPOSED EASEMENTS



LEGEND

- RIGHT OF WAY/PARCEL LINE BOUNDARY
- CITY/COUNTY BOUNDARY
- LOT FOR CONSEVATION PURPOSES

PROPOSED EASEMENT

- (A) CONSERVATION PURPOSES
- (B) (PRIVATE STREET) EASEMENT FOR MUTUAL ACCESS, EMERGENCY ACCESS, UTILITY AND DRAINAGE PURPOSES.
- (C) 20' WIDE PUBLIC WATER EASEMENT PURPOSES
- (D) 20' WIDE PUBLIC STORM DRAIN PURPOSES
- (E) 28' WIDE MINIMUM EMERGENCY ACCESS, DRAINAGE, PUBLIC UTILITY EASEMENT PURPOSES
- (F) PUBLIC WATER EASEMENT PURPOSES
- (G) ACCESS EASEMENT PURPOSES IN FAVOR OF THE NOT A PART PARCEL

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DPR2018-0015 AND DPR 2018-0016

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/8/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH
R.C.E. 31653 LIC. EXP.12/31/20 — 9/19/19 DATE
APPROVED BY: DATE:

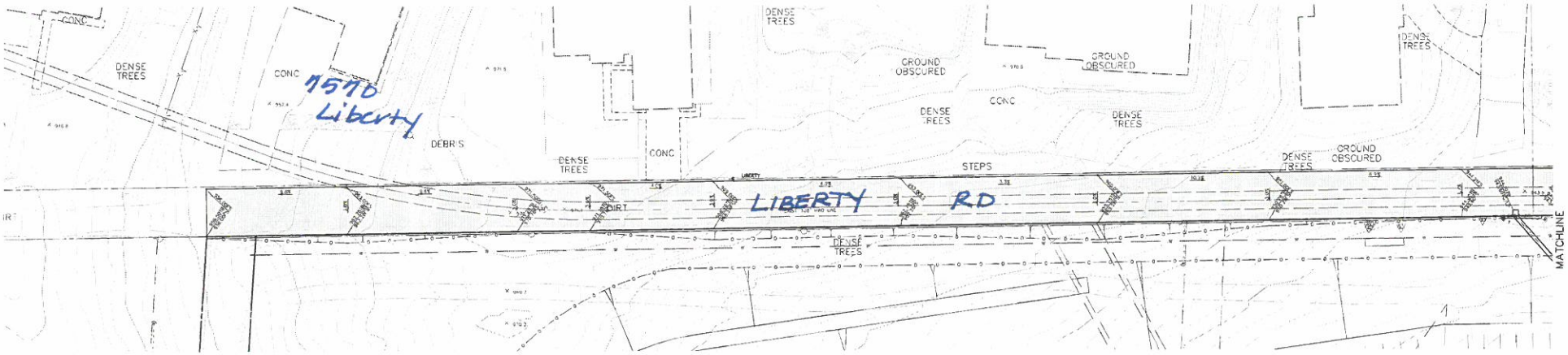
PARCEL MAP 37608

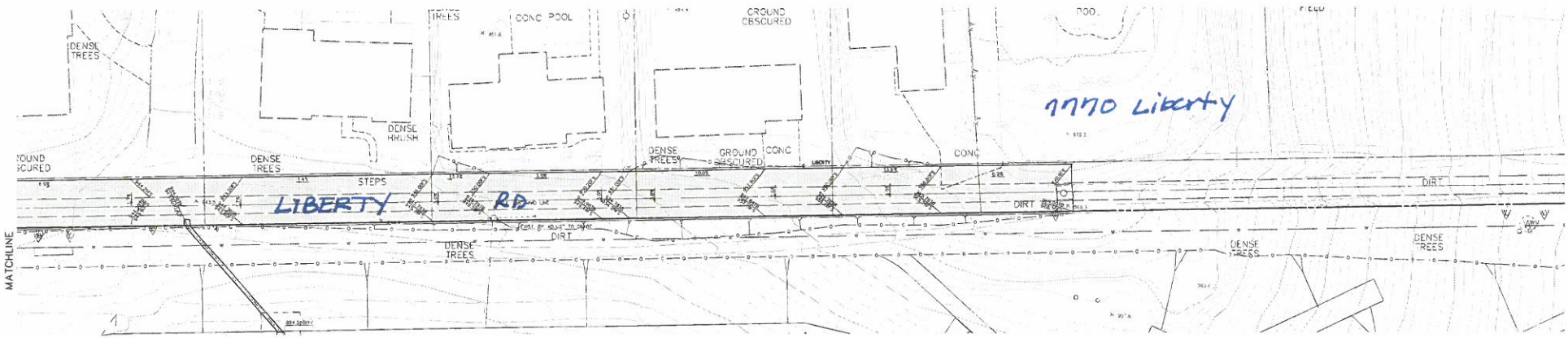
FOR CONDOMINIUM PURPOSES

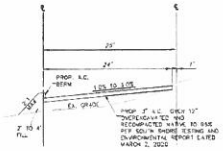
SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

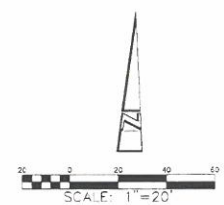
DATE: 9/19/19	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=80'
DESIGNED BY: KJR	SHEET 3
CHECKED BY: KJR	OF 3 SHEETS







TYPICAL SECTION



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UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

KEVIN J. RICHER
No. 43714
CIVIL
STATE OF CALIFORNIA

BENCHMARK

REVISIONS

PREPARED UNDER THE SUPERVISION OF:

APPROVED BY:

LIBERTY ROAD EXHIBIT
LATITUDE BUSINESS PARK

LAND DEVELOPMENT DESIGN COMPANY, LLC
3313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
SURVEY

DATE: 3/19/20
DRAWN BY: CRB
DESIGNED BY: CRB
CHECKED BY: KJR
JOB NO. 5927
SCALE: 1"=20'
SHEET 1 OF SHEETS

EXHIBIT 3

CITY OF CORONA
MITIGATED NEGATIVE DECLARATION
SCH # 2020019017

NAME, DESCRIPTION AND LOCATION OF PROJECT:

Latitude Business Park

PROJECT TITLES: Precise Plan 2019-0001 (PP2019-0001) and Parcel Map 37608 (PM 37608)

PM 37608: Parcel Map application to subdivide 74.80 acres into 13 lots for light industrial purposes located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan.

PP2019-0001: Precise Plan application to review the site plan, architecture, and landscaping of 15 light industrial buildings totaling 1,074,771 million square feet on 74.80 acres located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan.

PROJECT LOCATION: Northwest corner of Tom Barns Street and Temescal Canyon Road, east of Interstate 15, in the city of Corona, County of Riverside (APNs 279-121-004,-005, -006; 279-122-001, -002, -003, and -004; 279-123-001, -002, and -003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140-001, and -007; 279-231-044.

ENTITY OR PERSON UNDERTAKING PROJECT:
Latitude Business Park, LLC, 2518 N. Santiago Blvd, Orange, CA 92867

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 S. Vicentia Avenue, Suite 120, Corona, CA 92882.

Date:_____ _____
City of Corona Mayor

Date filed with County Clerk: _____

EXHIBIT 4

Mitigation Measure	Topic	Implementation Action	Method of Verification	Timing	Responsible Person	Verification Date
	Geological					
3-1	On-site grading shall be done according the recommendations of the preliminary geotechnical investigation prepared by South Shore Testing and Environmental (October 2019). Recommendations include: a) site specific grading instructions contained in Appendix C of the report which covers site preparation, compacted fills, cut slopes, trench backfills and grading controls, b) structural fill placed in pad areas should be suitably processed by moisture conditioning to near optimum moisture content, then compacted in the upper 12-inches to the minimum compaction requirement prior to placing fill; and c) no structural fill shall be placed within the building areas on any ground without first being observed by licensed civil engineer or geologist and that written certification be provided that the ground is competent and prepared to receive fill.	Condition of Approval	Rough and/or precise grading plan check	Prior to issuance of grading permit	Public Works Engineer and Public Works Field Inspector	
3-2	Corrosivity suite testing should be performed at the completion of rough grading including soluble sulfate, chloride, PH, and resistivity testing to determine the type of concrete to be utilized on-site.	Condition of Approval	Building plan check	Prior to issuance of a building permit	Public Works Engineer	
3-3	During the grading of the project site testing of the subgrade soils should be conducted to evaluate the expansive nature of the subgrade soils. If highly expansive soils are discovered, overexcavation of the slope face should occur and shall be replaced with very low to medium expansion soils during grading. This evaluation shall be monitored and evaluated by the project's licensed civil engineer and/or geotechnical/soil engineer. The foundation design parameters should be developed specific to the design of the	Condition of Approval	Precise Grading plan check	Prior to issuance of a precise grading permit	Public Works Engineer	

	final foundation scheme at the completion of grading.					
	Air Quality					
5-1	The project's grading plans shall include the information from SCAQMD Rule 403, Table 1, Best Available Control Measures and Table 2, Dust Control Measures for Large Operations. This information shall be verified by the City's Public Works Engineer prior to the approval of the grading plans and issuance of a grading permit. Compliance with these measures shall also be verified by the City's Public Works Inspector during grading operations. The control measures to be used in the field include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction. • • Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction	Condition of Approval	Rough Grading Plan and Precise Grading Plans	Prior to issuance of grading permit	Public Works Engineer	

	phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). • Replacing ground cover in disturbed areas as quickly as possible. • Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads.					115

5-2	The developer shall maintain equipment maintenance records for the construction portion of the proposed project. All construction equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their construction contractor(s) should be made available for inspection by the City's Public Works Inspector during the construction process.	Condition of Approval	Rough grading and precise grading plan check	Prior to issuance of a grading permit	Public Works Field Inspector	
5-3	The developer shall post a sign on the project that is easily seen by the public that identifies the project's contact information for the reporting of noise and dust complaints during the construction process. This sign shall be posted prior to the start of grading operations.	Condition of Approval	Preconstruction field meeting with city staff	Field Inspection	Public Works Inspector	
5-4	The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment. Compliance with this measure shall also be verified by the City's Public Works Inspector during grading operations.	Condition of Approval	Rough grading and precise grading plan check	Prior to issuance of a grading permit	Public Works Inspector	
	Transportation					
6-1	Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This improvement shall be done prior to the issuance of the first certificate of occupancy for the project.	Condition of Approval	Street Improvement Plan plan check	Prior to approval of plans	Public Works Engineer	
6-2	Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of PM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	

	exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.					
6-3	Intersection at State Street at Ontario Avenue (Year 2022). This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
6-4	Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). The developer is responsible for 100% of the cost associated with this improvement. The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
6-5	Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
6-6	Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	

6-7	Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
	Biological					
7-1	A pre-construction survey for burrowing owls should be completed within the Project site no more than 30 days prior to construction activities in accordance with the Western Riverside MSHCP burrowing owl survey guidelines (County of Riverside 2006). If burrowing owls are observed during the preconstruction survey, a specific mitigation methodology for the owl shall be determined in coordination with CDFW in order to reduce impacts to a level that is less than significant. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls.	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Planner	
7-2	Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31). This will avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Planner	

	impacts. Measures may include establishment of an avoidance buffer until nesting has been completed and periodic nest monitoring by the project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.					
7-3	Due to the potential presence of least Bell's vireo within Joseph Canyon Wash, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys shall be completed prior to any such activities, in order to rule out the presence of least Bell's vireo. Surveys involve eight surveys from April 10 through July 31, spaced at least 10 days apart. If least Bell's vireo is detected during the surveys, then all work within 500 feet of the location of the least Bell's vireo territory will be halted and the CDFW will be consulted regarding mitigation and avoidance measures during construction. At a minimum, an avoidance buffer will be planned and established in consultation with the CDFW to avoid indirect impacts to least Bell's vireo. The buffer is expected to be a minimum of 500 feet in width. The width of the avoidance buffer will be determined by the Project biologist, in consultation with the CDFW. Other mitigation measures may also be applied based on that consultation process.	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Planner	
7-4	Prior to the issuance of a grading permit, to mitigate for the loss of 0.810 acres of streambed and wetlands due to project construction, the project applicant shall enter into a Streambed Alteration Agreement, Section 1600, with CDFW to replace affected streambed at a ratio not less than 2:1, or as specified by CDFW. Mitigation can be done by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Public Works Engineer	

	mitigation bank. Additional consultation may be required with the USACE regarding a Clean Water Act Section 404 permit and with the State Water Resources Control Board regarding a Clean Water Act Section 401 permit.					
7-5	The developer shall demonstrate compliance with the following Urban/Wildland Interface measures (MSHCP Section 6.1.4). Compliance with these measures, as applicable to the related measure, are required prior to issuance of a grading permit, prior to the approval of the landscape plans or during field inspections. 1. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows. 2. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. The proposed project will prepare a Storm water Pollution Prevention Plan (SWPPP) that will mitigate impacts from any discharge during construction or post-construction. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows. 3. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided	Condition of Approval	Plan check review of the grading plans and/or landscape plans	Prior to issuance of a grading permit and approval of landscape plans	Public Works Engineer and Planner	

	area on site to protect species from direct night lighting. 4. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. 5. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features. 6. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. 7. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area. 8. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas. 9. As applicable, best management practices (BMPs), shall be implemented for the duration of					121

	construction: a. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished. b. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements. c. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. d. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work. e. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern. f. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7. g. When stream flows must be diverted, the					

	diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream. h. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas. i. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks. j. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. k. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. l. Exotic species that prey upon or displace					

	target species of concern should be permanently removed from the site to the extent feasible. m. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). n. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. o. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs					
7-6	Prior to the issuance of a grading permit, the applicant shall prepare a Determination of Biologically Equivalent Superior Preservation (DBESP) and obtain written concurrence from the USFWS and CDFW that the DBESP has met the requirements of the MSHCP. Alternatively, if a DBESP is determined at a future date to not be necessary a written documentation of that decision shall be prepared and submitted to the city. The Joint Project Review (JPR) between the city and RCA shall also be completed prior to the issuance of a grading permit.	Condition of Approval	Plan check review of rough/precise grading plan	Prior to issuance of a grading permit	Public Works Engineer and Planner	
	Noise					
10-1	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise	Condition of Approval	Plan check review of grading plans (note on plans)	Field Inspetion	Public Works Engineer	

	sources and noise sensitive receptors nearest the project site.					
10-2	The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.	Condition of Approval	Plan check review of grading plans (note on plans)	Pre-construction field meeting with Public Works	Public Works Inspector	
10-3	Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.	Condition of Approval	Plan check review of building plans	Prior to issuance of a building permit	Planner	

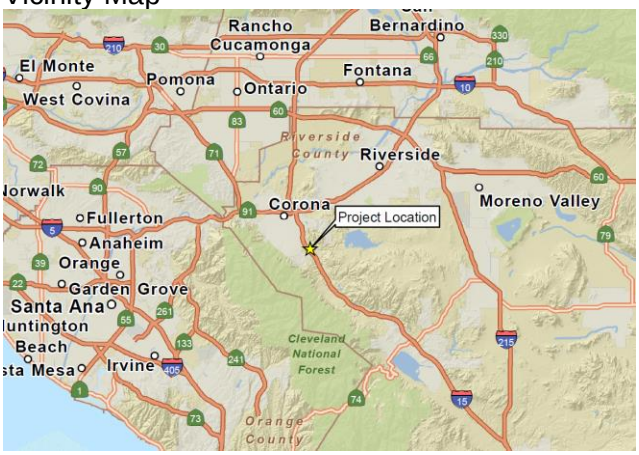
CITY OF CORONA
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
FOR LATITUDE BUSINESS PARK

SCH # 2020019017
PROJECT TITLE: Precise Plan 2019-0001 (PP2019-0001) and Parcel Map 37608 (PM 37608)

PROJECT LOCATION: Northwest corner of Tom Barns Street and Temescal Canyon Road, east of Interstate 15, in the city of Corona, County of Riverside (APNs 279-121-004,-005, -006; 279-122-001, -002, -003, and -004; 279-123-001, -002, and -003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140-001, and -007; 279-231-044.

PROJECT PROPONENT: Latitude Business Park, LLC, 2518 N. Santiago Blvd, Orange, CA 92867

Vicinity Map



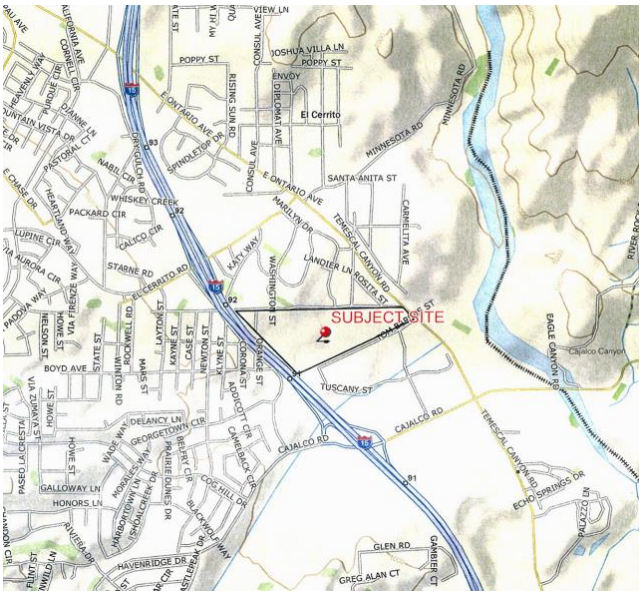


EXHIBIT 5

PROJECT DESCRIPTION:

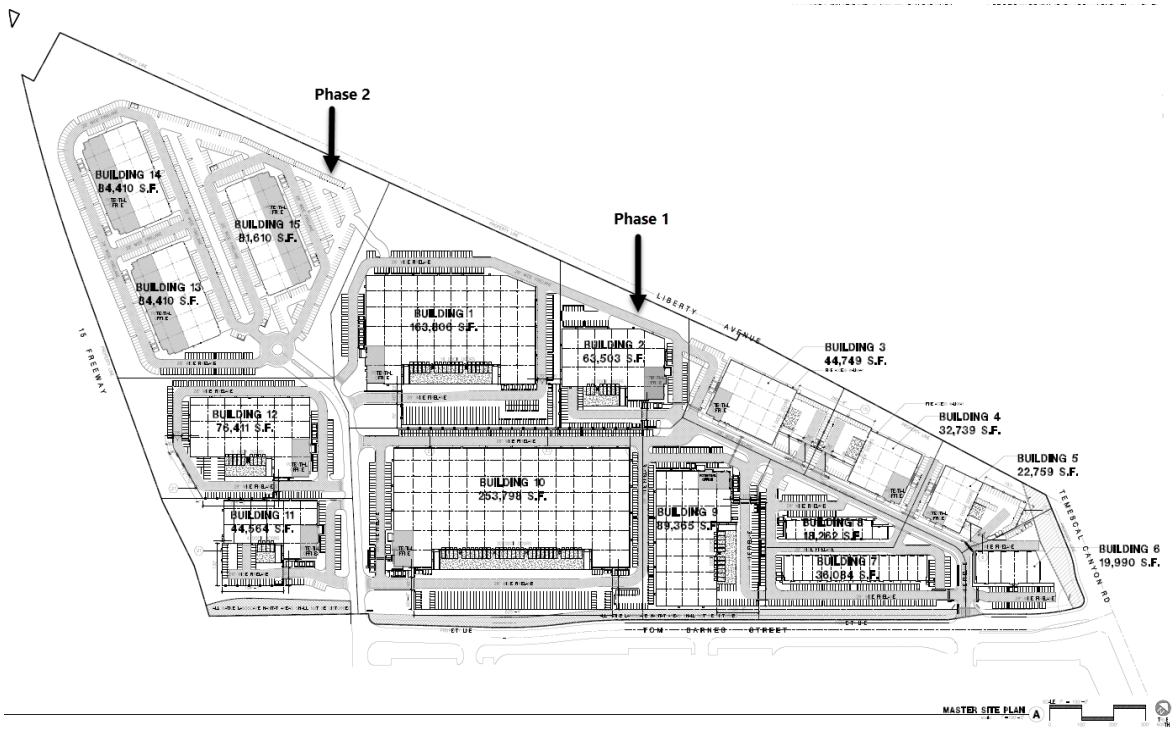
The project under Precise Plan 2019-0001 entails the construction of 15 buildings that will be used for industrial park, light industrial, manufacturing and warehouse with ancillary offices on 75 acres located at the northwest corner of Tom Barns Street and Temescal Canyon Road (project site). PM 37608 is the subdivision of the project site into 13 lots to create separate parcels for certain buildings. The project site is in the El Cerrito Specific Plan and zoned Light Industrial (LI). The combined building square footage totals 1,074,771 square feet. The square footages based on building use are as follows:

Industrial Park (174,055 square feet): Buildings 3, 4, 5, 6, 7 & 8.
Light Industrial (205,767 square feet): Buildings 13, 14 & 15.
Warehouse (535,205 square feet) and Manufacturing (159,744 square feet) Buildings: 1, 2, 9, 10, 11 & 12.

The project is anticipated to be developed in two phases. Phase 1 covers approximately 46 acres located in the central and easterly portions of the project site and 10 industrial buildings. The total square footage in this phase is about 752,889 square feet. Phase 2 covers the westerly 28 acres located closest to Interstate 15 and 5 industrial buildings. The total building square footage in this phase is about 321,882 square feet.

Ancillary office uses are also considered in the above building square footages. The buildings are speculative with no specific users identified at this time. The exact square footage devoted to office space will be determined on the project's site plan within the square footages noted.

The project will involve the grading of 735,000 cubic yards of cut and 673,000 cubic yards of fill of dirt that will be balanced across the project site. The project site's graded finished condition will result in manufactured cut slopes at a ratio of 1.5:1 on the north and west perimeters facing the project site and 15 graded building pads. The building pads are to accommodate buildings, parking lots and landscaping.



ENVIRONMENTAL SETTING

Aerial View of Project Site

Site Description

The project site is vacant and undeveloped but was once mined for sand. The mining operation

ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit. The mass grading associated with the reclamation process left the site with a gently sloping terrain and 2:1 (h:v) cut and fill slopes. The site slopes to the east and towards existing inlets for drainage. An incised drainage course exists along the southerly perimeter of the site and contains native vegetation consisting of annual weeds and grasses, small brush and small trees. The remainder of the site also contains annual grasses and weeds that are maintained annually through fuel modification practices, except for the area within the drainage course. The site overall is approximately 138 feet from above mean sea level at elevations of 832 feet to 970 feet.

Site Surroundings:

The project site is within an urbanized setting and surrounded by existing development. The project site is surrounded by the following land uses.

North: The project site's north perimeter is adjacent to La Gloria Street/Liberty Avenue. The properties north of the project site are in the unincorporated area of Riverside County, but within the city's sphere of influence. Beyond these streets are single family residences however a plant nursery and a manufacture of stone products (such as fountains and other outdoor garden products) are located near the northeast perimeter of the site.

East: Temescal Canyon Road is adjacent to the project site's perimeter with undeveloped land and an improved storage facility located beyond this street.

South: Tom Barns Street is adjacent to the project site's perimeter with The Crossing shopping center located beyond. The shopping center contains about 1.1 million square feet of commercial/retail buildings with associated parking lot and landscaping.

West: Interstate 15 is adjacent to the project site's perimeter with single family residences located beyond.

GENERAL PLAN \ ZONING:

General Plan

The General Plan of the project site is Light Industrial (LI). The city's General Plan was last updated in 2004 and the project site was designated LI under the general plan update. Therefore, no change to the General Plan land use on the project site has occurred since 2004.

Zoning

The project site is within the El Cerrito Specific Plan (SP91-2), which is the document governing the zoning of the project site. The project site is zoned Light Industrial by SP91-2. The LI zone is intended for light manufacturing, light industrial, office and service-related uses.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Per CEQA Guidelines Section 15206 (b)(2)(E), an industrial project is of statewide, regional, or areawide significance if the proposed project meets any of the following criteria:

A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupy more than 40 acres, or have more than 650,000 square

feet in floor area.

The proposed project is approximately 75 acres and will have 1,074,771 square feet of building area.

The Initial Study/Mitigated Negative Declaration was submitted to the State Clearinghouse (SCH # 2020019017) on January 7, 2020, and made available for public comment for a period of 30 days. The public comment period closed on February 8, 2020. Copies of the Draft Mitigated Negative Declaration was made available on the city's website at https://www.coronaca.gov/government/departments-divisions/building/projects and at Corona City Hall in the Community Development Department located at 400 S. Vicentia Avenue, Corona, CA 92882.

During the public comment period, the city received comment letters on the draft MND from the following individuals and public agencies.

1. Golden State Environmental Justice Alliance dated January 31, 2020
2. Better Neighborhoods, dated January 31, 2020
3. Department of Justice, Attorney General Office dated February 7, 2020
4. California Department of Fish and Game, dated February 7, 2020
5. South Coast AQMD, dated February 7, 2020
6. Blum Collins, LLP, dated February 10, 2020 (received on February 14, 2020)

The final MND has been updated to address the public comments received on the draft MND.

STAFF RECOMMENDATION:

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

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

__ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: January 2, 2020 Prepared By: Joanne Coletta, Community Development Director
Updated: March 11, 2020

Contact Person: Joanne Coletta Phone: (951) 736-2434

AGENCY DISTRIBUTION
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

X State Clearinghouse (all CA agencies)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

___X__ SCAG, Riverside County Regional Office3403 10th Street, Suite 805
Riverside, CA 92501

UTILITY DISTRIBUTION

___X____ Southern California Edison

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

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

Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona 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)	☐	☐	☐	☒
b. Conflict with surrounding land uses	☐	☐	☐	☒
c. Physically divide established community	☐	☐	☐	☒

Discussion:

a.

The project site is within the boundary of the El Cerrito Specific Plan (SP91-02). The specific plan covers 2,928 acres including the project site. The specific plan zoning for the project site is Light Industry (LI) in Planning Areas 1 and 2. The specific plan governs the land uses and development standards for the project site. The General Plan designation for the project site is Light Industrial. Therefore, the project site's zoning and General Plan are consistent and do not conflict with the city's adopted land use plans.

b.

The intended development of the project site for industrial purposes does not conflict with surrounding land uses. The project site is surrounded by developed land uses that consist of street rights-of-way, single family residences, a nursery, light industrial buildings, an improved outdoor storage facility for recreational vehicles and commercial/retail buildings within a neighboring regional commercial shopping center. The project site would be developed in accordance with the development standards established for the LI designation which includes required building setbacks to property lines, landscaping requirements, maximum building heights, equipment screening and parking. Additionally, the developed pads on the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower). Where the northeasterly perimeter of the project site is across from the nursery and industrial buildings the graded pad elevations on average will be 2.5 feet lower. The northerly area of the project site having the greatest difference in elevation will include an inward facing manufactured slope covered with landscaping. Therefore, the landscaping along this manufactured slope will provide suitable buffering to the residential properties and is not considered to have an impact.

c.

The project site is undeveloped and vacant and is adjacent to streets on the north, east and south sides and Interstate 15 to the west. Therefore, the project will not divide an established community and is not considered an impact.

2. POPULATION AND HOUSING:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	☐	☐	☐	☒
b. Displace substantial numbers of existing housing or people	☐	☐	☐	☒

Discussion:

a.

The project site being developed for light industrial purposes and would not induce substantial population growth in the city that was not already analyzed in the city's 2004 General Plan Update. The General Plan EIR (2004), Table 3-1, *City of Corona Potential New Development* discusses new development that could occur under the General Plan Update and covers residential, commercial and industrial land uses. The project site was included in the estimated potential new development category for industrial. The information provided in Table 3-1 was then used to determine potential residential population growth and potential new employment generation in the city as part of the 2004 General Plan Update. Table 4.3-5, *Potential New Employment Generation* in the General Plan EIR includes potential employment generated from new commercial and industrial land uses under the General Plan Update. Therefore, service population growth anticipated from the project site was already considered and analyzed in the General Plan EIR (2004) and General Plan Update. Therefore, this is not considered an impact.

b.

The project would not displace existing housing or people as the site is undeveloped and vacant of structures. Therefore, this is not considered an impact.

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

Discussion:

a.

The project site is not located within the presently defined boundaries of an Alquist-Priolo Earthquake Fault zone (Corona General Plan, 2004) or a county of Riverside fault hazard zone (County of Riverside GIS website, 2018). Active fault zones regional to the project site include the Chino-Central Avenue fault, the Elsinore fault, and the Whittier fault, but none of those are active faults transecting the project site. The risk of surface rupture from active faults is considered negligible because of the absence of known active faults on the site. However, ground cracks can and do appear on sites due to strong seismic shaking associated with earthquakes, imperfections in subsurface strata, and the expansive nature of some soils near the ground surface. Therefore, the possibility of minor cracks in the ground surface are likely but not significant. Therefore, this is not considered an impact.

b & c.

The project site in addition to the adjacent 113.5 acres to the south was formerly mined for sand under Surface Mining Permit No. 109 issued by Riverside County in 1978. The mining operations ceased in 1997. The 113.5 acres to the south have since been developed as a regional shopping center consisting of 1.16 million square feet of building area with associated parking and landscaping. As part of the mining reclamation process on the project site, approximately 800,000 cubic yards of dirt was mass graded across the site. Presently, the project site gently slopes to the east and toward existing drainage inlets. An incised drainage course existing along the southerly perimeter of the project site and contains annual weeds and grasses and numerous brush and small trees. The project site will once again need to be graded to accommodate precise building pads

associated with the project, which involves 735,000 cubic yards of cut and 673,000 cubic yards of fill across the site. The buildings on the project site will be of typical concrete tilt-up construction with the buildings being no greater that two stories. Based on the geotechnical investigation performed on the project site and the grading anticipated for the project, the building pads are anticipated to be either fill or transition pads that will require overexcavation and recompaction. If imported soil is necessary to balance the site for the creation of certain building pads, the process should be observed and approved by the soil engineer to verify compliance with project specifications in accordance with approved grading plans. Therefore, mitigation is necessary to ensure this impact is less than significant. (Mitigation Measure 3-1).

d & e.

The geotechnical investigation done by South Shore Testing and Environmental (October 2018) on the project site used historical data and previous geotechnical reports performed on the project site. Due to the previous mining three pit ponds were created in the central portion of the project site but were filled during the reclamation process. The following provides a brief description of the geological units underlying the site that are considered pertinent to the proposed development.

Undocumented Fill

Pond 1 shown on the mining reclamation plan reportedly had undocumented fill left-in place and a surcharge fill with a minimum thickness of 20 feet was constructed where existing undocumented fills were left-in place. Settlement monuments were constructed to monitor settlement beneath the surcharge fills. The monitoring continued from August 2005 to February 2012, when a fire destroyed the monitoring equipment. Based on the latest sets of settlement data collected from the monitoring system it was determined that the surcharged induced settlement appeared complete. The surcharge soils were removed and used to fill in the remaining low areas of Pond 3 and the disposal area.

Engineered Fill

Areas of compressible soils underlying the subject site were removed and replaced with engineered fill. Engineered fill includes most of the project and extends to a depth of approximately 40 feet to over 140 feet below grade surface (bgs). The fill consists predominately of silty Sand, clayey Sand and sandy Clay and is considered suitable for support of structural fills or structures.

Colluvium

Colluvial soils have been mapped at the ground surface on the northwesterly portion of the site. This soil reportedly consists of silty Sand, clayey Sand, and sandy Clay that is not considered suitable for structural fills or structures with recompaction. The preliminary mass grading plan for the project anticipates this soil to be removed during mass grading operations.

Older Alluvium

Older alluvium was encountered at shallow depths on the easterly portions of the site overlying granitic bedrock. This soil is overlain approximately 30 feet of engineered fill and generally consisted of sandy Silt. Where undisturbed this soil is dense and suitable for support of structural fills or structures.

Silverado Formation

Sedimentary bedrock units of the Silverado formation underlie most of the site at depths varying from 40 feet to 140 feet and is exposed at the ground surface on the westerly portion of the project site. This soil is usually fine-grained silty sandstone with frequent sandy siltstone and siltstone interbeds.

Granitic Bedrock

Granitic bedrock is anticipated to underlie the project site at depths encountered on the easterly portion of the site. Where undisturbed this bedrock is dense and suitable for support of structural fills or structures.

Based on the project's geotechnical investigations (SST&E, 2018), development of the project site is feasible and safe from a geotechnical standpoint provided that certain mitigation measures contained within the investigation report are implemented during the design and construction of the project. Therefore, the implementation of MM 3-1 noted above and MM 3-2 reduces potential geological impacts to less than significant.

f.

The project's geotechnical investigation indicates there was an observation, classification and previous testing that indicate near surface soils have a medium expansion potential (Expansion Index of 50 & 86) consisting of plastic clayey Sand and silty Clays. To reduce the potential for heave of finish grade, it was previously recommended that soil exhibiting an expansion index greater than 50 be removed from the upper 4 feet of finish pad grade. Therefore, mitigation is recommended to ensure this potential impact remains less than significant (MM 3-3)

Mitigation Measures

MM 3-1

On-site grading shall be done according the recommendations of the preliminary geotechnical investigation prepared by South Shore Testing and Environmental (October 2019). Recommendations include: a) site specific grading instructions contained in Appendix C of the report which covers site preparation, compacted fills, cut slopes, trench backfills and grading controls, b) structural fill placed in pad areas should be suitably processed by moisture conditioning to near optimum moisture content, then compacted in the upper 12-inches to the minimum compaction requirement prior to placing fill; and c) no structural fill shall be placed within the building areas on any ground without first being observed by licensed civil engineer or geologist and that written certification be provided that the ground is competent and prepared to receive fill.

MM 3-2

Corrosivity suite testing should be performed at the completion of rough grading including soluble sulfate, chloride, PH, and resistivity testing to determine the type of concrete to be utilized on-site.

MM 3-3

During the grading of the project site testing of the subgrade soils should be conducted to evaluate the expansive nature of the subgrade soils. If highly expansive soils are discovered, overexcavation of the slope face should occur and shall be replaced with very low to medium expansion soils during grading. This evaluation shall be monitored and evaluated by the project's licensed civil engineer and/or geotechnical/soil engineer. The foundation design parameters should be developed specific to the design of the final foundation scheme at the completion of grading.

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

Discussion:

a.

A preliminary water quality management plan (WQMP) was prepared by LDDC (2019) for the project site. The project site will be improved with an on-site drainage system that will treat/filter off-site flows coming across the project site and on-site flows before being discharged into the city's public storm drain. Water treatment will be done through the modular wetlands being

created on the project site. The modular wetlands are located in areas throughout the project site and in the path of water flows. The modular wetlands are a biofiltration system that flushes out pollutants picked up from surface runoff occurring across impervious surface, such as asphalt from parking lots. These types of surfaces normally have oil residue and other types of pollutants that are captured with water runoff. Therefore, before the water is discharged into the underground retention box and the discharged into the city's public storm drain, the modular wetlands are designed to filter out and capture the pollutants. As part of the issuance of a grading permit, the applicant is required to comply with the their approved WQMP. The city's Public Works inspector also inspects the project site for compliance with the WQMP during the on-site grading process and at the time of project completion. Therefore, the project will not impact or violate water quality standards.

b.

The project's construction and operation are not expected to come in contact with groundwater resources that would require groundwater resources to be pumped from the site. Pursuant to CEQA Guidelines Section 15155, the project meets the criteria as a water demand project and therefore requires the preparation of a water supply analysis. An industrial project is defined as a water demand project if: a) the project would house more than 1,000 persons, b) occupy more than 40 acres, or c) have more than 650,000 square feet in floor area. Based on the project's site plan, the project site is approximately 75 acres and will have 1,074,771 square feet of building area. The city's water resources are derived from groundwater basin. Discussion on groundwater resources and the availability of water resources are discussed under Section 12 (d) (sufficient water supply/compliance with UWMP) of this initial study. The project will not deplete groundwater resources and therefore this is not an impact.

c, d, g & h.

The project site accepts water flows from the north from a tributary area of approximately 18 acres. No tributary flows come from the freeway right-of-way nor from the rights-of-way on Tom Barns Street and Temescal Canyon Road. The project is designed to accept off-site runoff from the north which will bypass the project site through proposed underground storm drains that will accept flow from proposed on-site catch basin inlets that discharge into modular wetlands for treatment and then into underground retention boxes. The modular wetlands are placed next to the underground retention boxes which are strategically located in the parking lot serving the industrial building. The project is anticipated to have 14 retention boxes and modular wetlands spread across the project site. The overflows of these on-site retention boxes will discharge into a proposed underground storm drainage system that discharges into the public storm drain in Tom Barns Street. An existing box culvert running from Interstate 15 takes the water flow through Tom Barns Street and continues southeasterly across Temescal Canyon Road toward the Temescal Creek.

The hydrology study (LDDC, 2019) prepared for the project calculated storm water runoff using Corona rainfall data. Off-site runoff was assumed to be 40% impervious area for single family residential, the project site was assumed to be commercial using approximately 90% impervious area in most subareas and the graded slopes were assumed to have 80% impervious area. Based on the modeled formula used in the hydrology study, the volume of stormwater runoff generated by post development of the project site increases from the volume under existing conditions. However, the volume of retention provided by the proposed underground retention boxes is greater than the increase anticipated from stormwater runoff; therefore, the project will not increase the volume of stormwater discharge. Due to the design of the on-site drainage system and the existing public storm drain systems constructed off-site, the project site is designed to properly accept water flow across the site and will not result in increased flooding hazards on-site or in the surrounding area. Therefore, this is not an impact.

e.

The water quality management plan discussed in the above sections for the project is intended to prevent pollutants from being passed through surface water and groundwater. Implementation of the water quality control measures described by the project's WQMP will prevent the degrade of surface and ground water quality and therefore this is not considered an impact.

f.

The project site is not mapped within a 100-year flood zone (Corona General Plan 2004, Figure 5.2-1). Therefore, the project will not have a flood hazard impact. Additionally, as described above in the previous sections, the project will have proper drainage infrastructure constructed on the site that will divert water flow into the city public storm drain.

5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

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

Discussion:

a, b, c & d.

An Air Quality Assessment was prepared by Ldn Consulting, Inc. (June 2019) for the project. The air quality assessment was prepared to determine the project's compliance with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the South Coast Air Basin (SCAB), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The district prepares Air Quality Management Plans (AQMP) to demonstrate how the region will reduce air pollution emissions to meet the federal and state health-based standards to comply with Clean Air Act requirements and will be ultimately a part of the SIP. SCAQMDs latest adopted AQMP was adopted in March of 2017 (SCAQMD, 2017).

More specifically, the AQMP identifies the path South Coast Air Basin must take for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the federal Clean Air Act. The City of Corona lies within the SCAB. The SCAQMD is the government agency, which regulates sources of air pollution within the City of Corona.

To determine whether a project would create potential air quality impacts, the City of Corona uses South Coast Air Quality Management District's (SQAQMD) Air Quality Thresholds. The screening thresholds for construction and daily operations are shown below in Table 5-1.

Table 5-1
Screening Threshold for Criteria Pollutants

Pollutant	Total Emissions (Pounds per Day)
Construction Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	100
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75
Operational Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	55
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	55

Criteria pollutants are measured continuously throughout the SCAB. This data is used to track ambient air quality patterns throughout the surrounding area. This data is also used to determine attainment status when compared to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The SCAPCD is responsible for monitoring and reporting monitoring data. The District operates approximately 30 monitoring sites that collected data on

criteria pollutants within the SCAB. Ambient Data was obtained from the California Environmental Protection Agency's Air Resources Board Website (California Air Resources Board, 2018). Table 5-2 identifies the closest criteria pollutants monitored to the project as well as identifies the relative distance to the project site. The Lake Elsinore monitoring station is located approximately 16 miles from the proposed project site.

Table 5-2
Three Year Ambient Air Quality Summary (Monitoring Closest to Project Site)

Pollutant	Ambient Monitoring Site	Averaging Time	CAAQS	NAAQS	2015	2016	2017
O_3 (ppm)	Lake Elsinore	1 Hour	0.09 ppm	-	0.131	0.124	0.121
	Lake Elsinore	8 Hour	0.070 ppm	0.075 ppm	0.098	0.093	0.098
PM_{10} ($\mu g/m^3$)	Lake Elsinore	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$	90.7	99.7	134.1
	Lake Elsinore	Annual Arithmetic Mean	20 $\mu g/m^3$	-	20.1	22.4	23.6
$PM_{2.5}$ ($\mu g/m^3$)	Lake Elsinore	24 Hour	-	35 $\mu g/m^3$	41.7	31.5	27.2
	Lake Elsinore	Annual Arithmetic Mean	12 $\mu g/m^3$	15 $\mu g/m^3$	-	9.7	11.3
NO_2 (ppm)	Lake Elsinore	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	0.008	0.008	0.008
	Lake Elsinore	1 Hour	0.18 ppm	-	0.047	0.051	0.049

All ambient emissions reported are assumed to be taken by the district in compliance with both the NAAQS and CAAQS. Methodologies for those measurements are discussed in Table 2.1 of this report.

The SCAQMD also created methodology for calculating Localized Significance Thresholds (LSTs) for NO2, CO, PM2.5 and PM10. The LST methodology is to be used as a tool to assist lead agencies in analyzing localized impacts associated with site specific project proposals. The LST methodology is often used in the preparation of CEQA documents to determine localized impacts from a project. SCAQMD developed mass rate look-up tables for projects less than five acres to assist local agencies with the development of LSTs, however LST guidelines recommend project specific air quality dispersion modeling for projects greater than five acres (South Coast Air Quality Management District, 2014). Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations and is now used throughout the world.

Per the requirements of SCAQMDs LSTs methodology, emissions for gases in attainment such as NO2 and CO are calculated by adding emission impacts from the project development to the peak background ambient NO2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. Also, according to SCAQMD Rule 403, emissions for non-attainment particulate matter such as PM 10 and PM 2.5 can produce no more than 10.4 µg/m3. Demonstrating a projects compliance with SCAQMD screening thresholds demonstrate compliance with SCAQMDs AQMP and is critical to ensuring less than significant impacts when it comes to evaluating if a project will conflict with an air quality plan or violate an air quality standard under CEQA.

The project's air quality assessment dated June 2019 (Ldn Consulting) assessed emissions for both project construction related activities and project operational related activities using the project's initial traffic impact analysis prepared by LL&G Engineers dated September 23, 2019. The project's initial traffic impact analysis had a total project building square footage of 1,124,290 square feet. Since the preparation of the air quality assessment, the project's building square footage was reduced to 1,074,771 square feet, a reduction of 49,519 square feet. Therefore, mobile or transportation related emissions assessed for the project under the Draft MND used slightly greater assumed vehicle trips when compared to the revised project. These trips were further broken down into anticipated land uses on the project site and trip generation rates were then calculated based on the assumed land uses for light industrial, industrial park, manufacturing and warehouse. These traffic numbers were utilized within the CalEEMod analysis. The project's CalEEMod analysis was updated on February 13, 2020, to reflect the smaller sized project, the project's parking spaces and the information provided in the project's Supplemental Traffic Impact Analysis Memo dated November 20, 2019. The truck breakdown was also taken from the project's Supplemental Traffic Impact Analysis Memo, which included 80 – two axel, 72 – three axel and 153 – four axel daily trucks. The project's trips would be 3,167 daily trips of which 305 would be from trucks. For clarification purposes, the CalEEMod analysis used actual passenger car and truck trips from the Supplemental TIA and not the passenger car equivalent (PCE) trips, which is 3,585 daily trips. PCE trips include the conversion of truck related trips to passenger car equivalent (PCE). Therefore, for the air quality model to accurately assess truck trips, the model uses the non-PCE trips.

Table 5-3 shows the land use modeling used in the updated CalEEMod analysis and the results of the assessments are described in the following.

Table 5-3 Land Use Modeling

Land Use	Size	Metric
General Light Industry	205.77	1000sqft
Industrial Park	174.06	1000sqft
Manufacturing	159.74	1000sqft
Unrefrigerated Warehouse-No Rail	535.21	1000sqft
Parking Lot	2,247.00	Space

CalEEMod Assessment 2/13/2020

A VMT analysis prepared by Fehr & Peers (May 2019) was supplement information to the project's Traffic Impact Analysis (LL&G September 2019). The projected VMT for the project would be 54,140 Vehicle Miles Traveled per day. For purposes of the air quality analysis, this was converted into traffic inputs for CalEEMod and was adjusted within the model so that the CalEEMod projected VMT reflected an approximate total VMT. It also assumed the site would be operational 260 days out of 365 days per year to reflect a typical 5-day work week. The target was 54,140 VMT x 260 days or 14,076,400 miles.

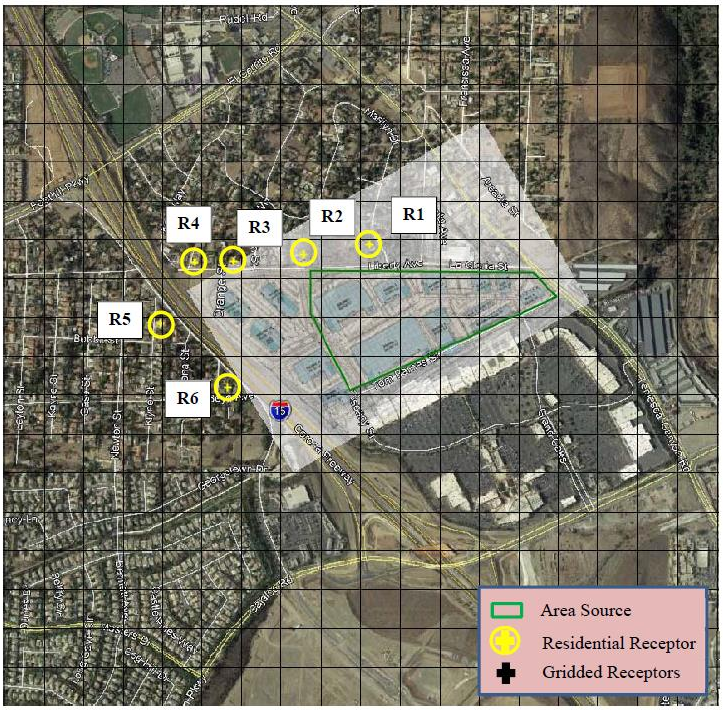
CalEEMod uses a projected fleet made up of various types of vehicles to include passenger cars and trucks, light commercial trucks, medium commercial trucks, heavy commercial trucks and includes buses, motorcycles and even motorhomes. Typically, when using the passenger car equivalent (PCE) projection, using the default fleet mix in CalEEMod is acceptable because the higher number of trips is spread out over the model.

An updated VMT analysis was not done to reflect the updated building square footages for the land uses shown in Table 5-3 and in the project's Supplemental Traffic Impact Analysis Memo (November 2019). Because the supplemental TIA evaluated a smaller sized project, and the project's average daily trips decreased by 542 trips, the assumption is the VMT would also decrease. Utilizing defaults in CalEEMod, the VMT would be 9,731,051. Ldn Consulting then used a ratio between the initial projected 14,076,400 VMT (derived from the initial traffic impact analysis) and related it to the actual 3,167 trips (non-PCE trips) in the supplemental traffic impact analysis. This resulted in 10,806,424 VMT. The revised CalEEMod (February 13, 2020) was adjusted manually to reflect the 10,806,424 VMT annually. The revision also applied a typical 5-day workweek which is 260 days. The model was also adjusted so that all emissions would occur during the weekdays which changed the average trip length to 19.02 miles.

Project Construction Emissions

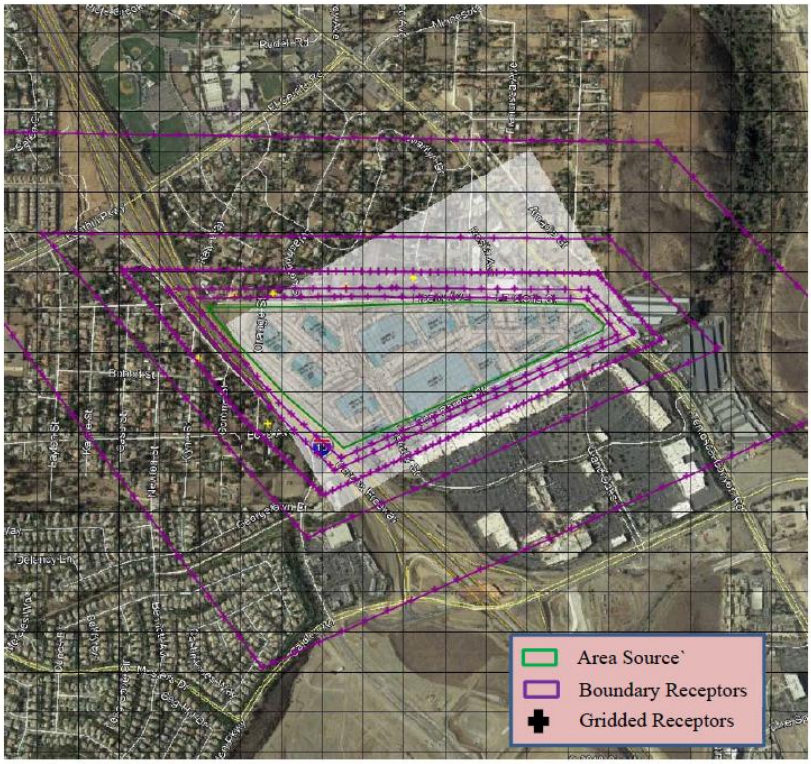
The project's air quality assessment describes in detail the methodology used in determining air quality impacts related to project construction. In summary, project construction emissions were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling software used within this analysis. A graphical representation of the modeling locations is shown below in Figure 5-1. The grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, four sensitive receptors were added to determine annual diesel exhaust emissions at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles. The proposed project would be built out in two phases however for purposes of a worst-case analysis, the project was analyzed over one phase. Using AERMOD the dispersed concentrations of diesel particulates are estimated at the nearest residential homes and are used to evaluate estimated risk exposure. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of the following age groups: a) 3rd trimester, b) 0<2, c) 2<9, d) 2<16, e)16<30 and f) 16-70 years.

Figure 5-1
Receptor Modeling Locations



Localized Threshold Construction Impacts (LSTs) were also calculated for the project during construction. The AERMOD dispersion model was used to calculate project level air quality emissions for NOx, and PM10 emissions, which used an area source method with an area equal to the project boundaries and a source height of 3 meters. A series of concentric boundary receptors (Purple Polygons) was then utilized which represents the typical distances used by SCAQMD to calculate LSTs. The layout of the area source modeling and boundary sources are shown below in Figure 5-2.

Figure 5-2
AERMOD Area Source Modeling and Boundary Sources



Construction dates for the project were estimated to initially occur in early 2020 with the movement of earthwork estimated to take about 3 months. Once the earthwork is completed, the project would pave roads and start on-site building construction. Buildout of the project was expected to be in mid-2021 as a worst-case assumption. Table 5-4 shows the expected timeframes for the project's construction phases, which includes project infrastructure, facilities, improvements and industrial buildings at the project site as well as the expected number of pieces of construction equipment.

Table 5-4
Construction Phasing

Equipment Identification	Proposed Start	Proposed Completion	Quantity
Site Preparation	01/01/2020	01/14/2020	
Rubber Tired Dozers			3
Tractors/Loaders/Backhoes			4
Grading	01/15/2020	02/25/2020	
Excavators			2
Graders			1
Rubber Tired Dozers			1
Scrapers			2
Tractors/Loaders/Backhoes			2
Paving	02/26/2020	03/24/2020	
Pavers			2
Paving Equipment			2
Rollers			2
Building Construction	03/25/2020	05/18/2021	
Cranes			1
Forklifts			3
Generator Sets			1
Tractors/Loaders/Backhoes			3
Welders			1
Architectural Coating	08/12/2020	05/18/2021	
Air Compressors			1
This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.			

Project Construction Emission Results

The calculated emissions for project construction are shown below in Table 5-5. Based on the established thresholds established by the District's AQMP, the project would not exceed daily emissions during the project's construciton phases.

Table 5-5
Expected Project Construciton Emissions

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
Worst Case Construction	39.94	39.40	68.12	0.23	18.27	0.30	18.33	9.98	0.28	10.05
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	-	-	**150**	-	-	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	-	-	**No**	-	-	**No**

CalEEMod Analysis 2/13/20

Although the project construction related emissions would not exceed established thresholds, the project is required to comply with applicable South Coast AQMD rules and regulations related to particulate emissions in addition to Rule 403 to reduce fugitive dust. Methods to reduce particulate emissions from paved and unpaved roads, parking lots, and road and building construction include:

- Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction.
- Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes.
- Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readi available and cost effective.
- Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

- Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development.
- Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).
- Replacing ground cover in disturbed areas as quickly as possible.
- Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content.
- Watering active grading sites at least twice daily.
- Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
- Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials.
- Sweeping streets adjacent to construction sites at the end of the day.
- Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.
- Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads.

The project is also required to comply with Rule 403(e) for large operations that exceed 50 acres. Large operations under this Rule are required to implement the applicable actions listed in Table 2 of SCAQMD Rule 403. The dust control measures listed in Table 2 are shown below in Table 5-6.

Table 5-6, Rule 403, Table 2

Rule 403, Table 2 Dust Control Measures for Large Operations	
FUGITIVE DUST SOURCE CATEGORY	**CONTROL ACTIONS**
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR (1a-1) For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b) Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar

Rule 403, Table 2 Dust Control Measures for Large Operations	
	day, and two such evaluations during each subsequent fourhour period of active operations.
Earth-moving: Construction cut areas and mining operations:	(1c) Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b) Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c) Apply chemical stabilizers within five working days of grading completion; OR (2d) Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a) Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR (3b) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (3c) Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR (3d) Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.
Unpaved Roads	(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR (4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR (4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a) Apply chemical stabilizers; OR (5b) Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR (5c) Install temporary coverings; OR (5d) Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to

Rule 403, Table 2 Dust Control Measures for Large Operations	
	the methods specified in Table 2 may be used.
Source: SCQAMD Rule 403	

To ensure the developer is notified of the SCAQMD rules and regulations associated with project construction, Mitigated Measure 5-1 requires the project's grading plans to include the information from SCAQMD Rule 403, Table 1, Best Available Control Measures and Table 2, Dust Control Measures for Large Operations. This information shall be verified by the City's Public Works Engineer prior to the approval of the grading plans and issuance of a grading permit. Compliance with these measures shall also be verified by the City's Public Works Inspector during grading operations.

Operational Emissions

The proposed project would generate emissions from daily operations which would include sources such as Area, Energy, Mobile, Waste and Water uses, which are also calculated within CalEEMod. Area Sources include consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Finally, mobile or transportation related emissions are calculated in CalEEMod through the use of EMFAC2014. The operational model is provided in the project's air quality assessment as Attachment A (Ldn Consulting, 2019). At the time the air quality assessment was prepared, the project's traffic impact analysis used an initial project building square footage of 1,124,290 square feet. Since the preparation of the air quality assessment, the project's building square footage was reduced to 1,074,771 square feet. The project's CalEEMod analysis was updated on February 13, 2020, to reflect the smaller sized project, the project's parking spaces and the information provided in the project's Supplemental Traffic Impact Analysis Memo dated November 20, 2019. The land use breakdown used in the CalEEMod analysis is shown in Table 5-3.

The model estimates emission predictions for ROG, NOx, CO, SO2, PM10 and PM2.5 for source assumptions (area, energy and mobile sources).

Project Operational Emission Results

Project operational emissions are shown below in Table 5-7. Based on the calculated results, the project will not exceed daily pollutant thresholds and would not result in significant impacts related to operational emissions.

Table 5-7
Expected Daily Pollutant Generation

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	31.45	48.35	101.56	0.43	32.95	9.26
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Winter Scenario						
Total with Design Features (Lb/Day)	31.22	49.36	94.97	0.41	32.96	9.26
Significant?	No	No	No	No	No	No

CalEEMod Analysis 2/13/20

CEQA Guidelines § 15064(h)(3) states a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program (*example: water quality control plan, air quality plan, integrated waste management plan*) which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. The project's construction and operational emissions would not exceed the applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. The project would be required to comply with SCAQMD's Rule 403 for fugitive dust control during construction as well as all

other adopted AQMP emissions control measures. Therefore, the project's contribution to cumulative impacts would be less than significant.

Health Risk Assessment

Construction Health Risk Assessment

The project's air quality assessment also did a health risk assessment for project construction. Based on the modeling used for the assessment, PM10 from onsite construction equipment would cumulatively produce 0.01095 tons over the construction duration (503 calendar days) or an average of 0.00023 grams/second. It should be noted that the modeling assumed Tier 4 equipment would be used during construction. Tier 4 refers to the latest emission milestone established by the U.S. Environmental Protection Agency and the California Air Resources Board applicable to new engines found in off-road equipment including construction, mining and agricultural equipment, and stationary engines found in industrial and power generation applications. As of January 1, 2014, these emissions standards apply to new engines that power equipment commonly found in most construction and agricultural applications. Tier 4 compliant engines significantly reduce emissions of particulate matter (PM) and oxides of nitrogen (NOx) to near zero levels. Relative to previous emissions standards, Tier 4 compliant engines reduce emissions by over 95 percent for most agricultural and construction equipment.

The average emission rate over the grading area is 8.61x10-10 g/m2/s, which was calculated as follows:

$$\frac{0.00023\,\frac{grams}{second}}{66acres * 4{,}046\,\frac{meters^2}{acre}} = 8.61 * 10^{-10}\ \frac{\frac{grams}{meters^2}}{second}$$

Utilizing the AERMOD dispersion model, the peak maximum concentration is 0.0299 µg/m3 at the nearest residential receptor to the north during the worst-case construction period. Therefore, utilizing the risk equation identified in the project's air quality assessment, the inhalation cancer risk for 70 years is 7.24 which will not exceed the 10 in one million thresholds. Therefore, the project is not considered to have a health risk during construction. To ensure this risk remains less than the significant, MM 5-4 is being added for the project.

The LST methodology used for project construction incorporated background ambient air quality data. The project's air quality assessment utilized the AERMOD dispersion model for these calculations using an urban setting to determine project level emissions for NOx and PM10. Emissions were calculated utilizing multiple point sources over the project site. Total construction emissions were used as taken from CalEEMod and were normalized to the corresponding averaging time used by CAAQS methodology. An offset group of receptors were used consisting of concentric points outwards at 25, 50, 100, 200 and 500 meters were used however for purposes of graphing a 50-meter spaced discreet receptor grid was included. Also, Tier 4 equipment was also assumed to be used in this calculation.

The results showed worst case NOx and PM10 would cumulatively produce 0.5381 and 0.2313 tons respectively over the construction duration of 503 construction days. The average rate over the project area is 0.0112 and 0.0048 grams per second or 6.08 x10-8 g/m2/s and 2.61 x10-8 g/m2/s for each pollutant during the construction day and was modeled as such within AERMOD. Furthermore, the emission output plots are shown in the project's air quality assessment (Ldn Consulting, Figures 4-B and C). Based on the calculations, it was determined the project would not result in emissions that would exceed the LST. Therefore, with the implementation of MM-5-1 and MM-5-4, this is considered a less than significant impact. Table 5-8 shows the unmitigated results from AERMOD.

Table 5-8
AERMOD Modeling Results during Project Construction (unmitigated)

Pollutant	Averaging Time	Threshold	Background Ambient Air Quality Data		LST (µg/m3)	Project Contribution (µg/m3)					Sig.?
			Data	(µg/m3)		25 (m)	50 (m)	100 (m)	200 (m)	500 (m)	
NOx	1 Hour	0.18 ppm (339 µg/m³)	0.051 ppm	96.9	245.1	20.7	20.7	18.7	16	12.7	No
PM_{10}	24 Hour	10.4 µg/m3	134.1 µg/m³	134.1	10.4	2.1	2.0	1.6	1.2	0.67	No

Operational Health Risk Assessment

Ldn Consulting, Inc prepared an operational health risk screening letter (February 21, 2020) to identify potential health risks at the project site from toxic air contaminants (specifically diesel particulates). The operational health risk screening analysis uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). One source of emissions contributing to a cumulative impact is ground support operations associated with diesel particulates (PM10 – Exhaust) from material transport vehicles within loading dock areas. Operations at these dock locations would be required to comply with SCAQMD Rule 1401; a project shall not be approved if the cancer risk is increased to greater that 10 in one million assuming control technology (TBACT) is used (SCAQMD, 2015). The truck breakdown was taken from the project's Supplemental Traffic Impact Analysis Memo (LL&G, November 2019), which included 80 – two axel, 72 – three axel and 153 – four axel daily trucks. The health risk assessment also used the non-passenger car equivalent trips from the Supplemental TIA which is 3,167 daily trips of which 305 would be from trucks.

For purposes of modeling, the AERMOD 19191 model was utilized to predict offsite diesel particulate concentrations with emphasis at nearby adjacent residential receptors as these areas are worst-case with respect to the proposed project operations. Truck operations consists of starting, idling and driving. Emission rates for these events were obtained from the project's CalEEMod air quality model (February 13, 2020). CalEEMod includes mobile emissions reported from the EMFAC 2014 emission model for each respective vehicle class. Units for these events are grams per trip for starting and idling the grams per mile for driving (CAPCOA, 2017).

Based on CalEEMod, the emission rates which reflect the mix ratio of trucks identified within the project's traffic impact analysis are shown in Table 5-9 below. Each round trip (305 trips /2 ways) would on average generate a single starting and idling event onsite. It should be noted that the western driveway would have about 80 percent of the 305 one-way trips for a leaving and return trip and the eastern driveway would receive 20 percent of the truck trips. All roadways were assumed to have 100 percent trips. Finally, the project's condition of approval to restrict project truck traffic from exiting northbound on Temescal Canyon Road further distances the truck trips from sensitive receptors.

Table 5-9
Operational Truck Emission Rates Per Vehicle

EMFAC2014 Acronyms for Each Vehicle Emission	EMFAC2014 Description of Each Vehicle	CalEEMod Emission Factor Unit	Latitude Truck Emissions
PM10_RUNEX	Running Exhaust	grams/VMT	0.0113
PM10_STREX	Start Exhaust	grams/trip	0.0003
PM10_IDLEX	Idle Exhaust	grams/trip	0.0070
Running Exhaust (grams/VMT)			**0.00625**
Starting and Idling Exhaust (PM10_RUNEX + PM10_IDLEX) (grams/trip)			**0.01464**

Figure 5-3 shows the AERMOD scenario. The 153 idling and starting events for the trucks are identified as light blue dots/lines which have been located within the project's loading dock areas. All truck movement is represented as volume sources (identified as red squares/lines) and includes both trucks internal to the project site as well as along Tom Barnes Street, Temescal Canyon Road and Cajalco Road. The black grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, 10 sensitive receptors have been included to represent residential areas surrounding the project site and have been identified with red circles.

Table 5-10 below shows the operational cancer risks at the worst case receptors identified in Figure 5-3. The operational cancer risks would not exceed 3 per one million persons exposed over a 70 year period. Based on this, the project would not increase cancer risks in excess of 10 in one million exposed and would therefore generate a less than significant cancer risk impact to the surrounding area.

Figure 5-3 AERMOD Model Setup

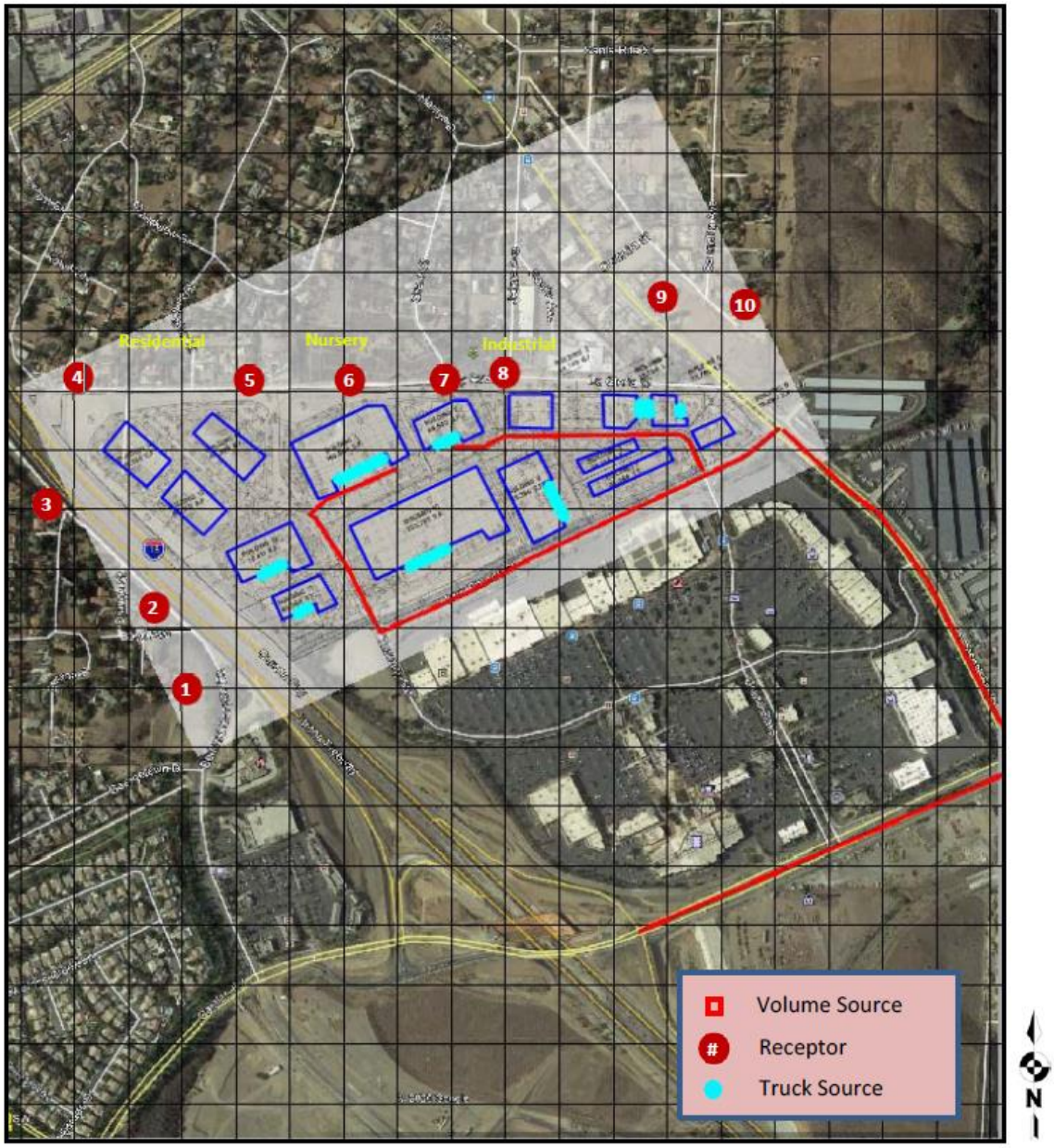


Table 5-10
Cancer Risk at Worst Case Exposure Location

Receptor	C_{air} (µg/m3)	70 Year Cancer Risk	Significant Impact
R1	0.00146	1.17	No
R2	0.00146	1.17	No
R3	0.00094	0.76	No
R4	0.00102	0.82	No
R5	0.00228	1.83	No
R6	0.00316	2.54	No
R7	0.00348	2.80	No
R8	0.00354	2.84	No
R9	0.00273	2.19	No
R10	0.00275	2.21	No
C_{air} = annual concentration from AERMOD			

e.
The project can potentially create onsite odor generators associated with construction, such as asphalt paving and painting. However, these odors are considered short term and would cease once construction is completed. Therefore, due to the short- term nature of potential odors, this is not considered an impact.

Mitigation Measures.

MM 5-1

The project's grading plans shall include the information from SCAQMD Rule 403, Table 1, Best Available Control Measures and Table 2, Dust Control Measures for Large Operations. This information shall be verified by the City's Public Works Engineer prior to the approval of the grading plans and issuance of a grading permit. Compliance with these measures shall also be verified by the City's Public Works Inspector during grading operations. The control measures to be used in the field include but are not limited to:

- Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction.
- Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes.
- Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective.
- Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.
- Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development.
- Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).
- Replacing ground cover in disturbed areas as quickly as possible.
- Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content.
- Watering active grading sites at least twice daily.
- Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
- Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials.
- Sweeping streets adjacent to construction sites at the end of the day.

- Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.
- Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads.

MM 5-2

The developer shall maintain equipment maintenance records for the construction portion of the proposed project. All construction equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their construction contractor(s) should be made available for inspection by the City's Public Works Inspector during the construction process.

MM 5-3
The developer shall post a sign on the project that is easily seen by the public that identifies the project's contact information for the reporting of noise and dust complaints during the construction process. This sign shall be posted prior to the start of grading operations.

MM 5-4.

The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment. Compliance with this measure shall also be verified by the City's Public Works Inspector during grading operations.

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

Discussion:

a & h.

The project site is adjacent to existing roadways for Temescal Canyon Road and Tom Barns Street. Tom Barns Street is a fully improved local street and has a right-of-way width of 100 feet east of Grand Oaks. Tom Barns Street transitions to a 64-foot right-of-way west of Grand Oaks. Curb, gutter and sidewalks exist on both sides of the street.

Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes. The project will adhere to the city's street standards and will not affect the public transportation routes along Temescal Canyon Road nor conflict with alternative transportation policies. Therefore, this is not an impact.

Intersection Queue Length Analysis

To assess stacking/storage lengths at the intersection of Temescal Canyon Road at Tom Barns Street, a queuing evaluation was prepared by LL&G Engineers for the following movements:

- Eastbound Left-Turn/Through
- Eastbound Right-Turn

The queue analysis looked at the minimum required stacking/storage lengths for the turn lanes at Temescal Canyon Road and Tom Barns Street. The analysis considered existing conditions with project, Year 2022 with project, and Year 2040 with project traffic conditions. Based on the level of service anticipated by this project, the existing eastbound left-turn/through storage of 130 feet is not sufficient in the PM peak hour at the intersection of Temescal Canyon Road at Tom Barnes Street under existing conditions with the project. In Year 2022 with the project the existing eastbound left-turn/through storage of 130 feet is not sufficient to accommodate the forecast peak queue of 283 feet in the PM peak hour. Therefore, it is recommended that the eastbound approach be restriped to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This recommended design improvement is being added as mitigation to ensure the future performance of the circulation system is not impacted. (MM 6-1)

In Year 2040 with the project the eastbound storage is sufficient for all lanes to accommodate the forecast peak queues with the addition of planned improvements that would create a combined storage of 490 feet for the eastbound left-turn and through movements. These improvements would include restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction. The applicant's fair share cost toward this future improvement is being added as mitigation to ensure this impact is less than significant (MM 6-2).

The project's TIA also assessed the intersection of Temescal Canyon Road at Cajalco Road. It was noted in the study that the northbound left turn queue can be reduced from approximately 580 feet to 380 feet with the restriping of the northbound approach to provide three left-turn lanes, one through lane, and one northbound exclusive right-turn lane.

b, c & d

The Program EIR for the city's 2004 General Plan Update included build-out projections of the project site in addition to other undeveloped properties in the city in order to determine ultimate growth in a build-out condition. The 2004 General Plan Update broke down the city by Traffic Analysis Zones, commonly referred to as TAZ to determine the ultimate build-out potential of undeveloped property. The TAZ provides a micro analysis of properties as opposed to a citywide macro analysis. The transportation technical analysis used in the 2004 General Plan Update expressly included the project site within TAZ "t21". TAZ "t21" covered 193 acres, which includes 80 acres on the project site and 113 acres on the neighboring property to the south. The project site in 2004 was assumed to have a build-out condition of 1,100,000 million square feet of industrial. The adjacent property to the south was assumed to have a build-out condition of 1,236,668 million square feet of commercial. The property to the south has since been developed with 1.16 million square feet of commercial/retail buildings, which is 76,668 square feet less than anticipated by the 2004 General Plan Program EIR. That development is part of a regional shopping center known as The Crossings.

The 2004 General Plan Program EIR assessed transportation impacts using Level of Service (LOS) standards. Intersections as well as certain roadway links, were studied as part of the 2004 General Plan Program EIR to determine LOS in existing conditions at the time the General Plan was prepared and LOS in build-out conditions in Year 2020. Since the adoption of the 2004 General Plan, recent state legislation was enacted by Senate Bill 743 that changes the way transportation impacts are identified and measured under CEQA. SB 743 requires that transportation impacts be measured by vehicle miles traveled (VMT) rather than level of service (LOS), which is the measurement that was used in the 2004 General Plan Program EIR. SB 743 becomes effective July 1, 2020, but local agencies can adopt local CEQA Guidelines implementing VMT thresholds

prior to that date. The city's adopted 2019 Local CEQA Guidelines established thresholds for transportation impacts using VMT in lieu of LOS.

Although the city has adopted VMT thresholds pursuant to SB 743, as explained above, the project site was analyzed in the Program EIR for the 2004 General Plan Update. With respect to the environmental analysis required for later activities contemplated by a program EIR, CEQA Guidelines Section 15168(c)(1), provides as follows",

> *Later activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared.*
>
> *(1) If a later activity would have effects that were not examined in the Program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the Program EIR as provided in Section 15152.*

The 2004 General Plan Program EIR showed the General Plan land use designation for the project site as light industry and calculated vehicle trips and level of service impacts in TAZ "t21" based on that assumption. The project, as proposed, does not change the General Plan land use designation and the project site is being developed in accordance with the build-out projections anticipated within TAZ 't21". The project proposes the development of 1,074,771 square feet of industrial buildings, which is 25,229 square feet less than the build-out projections assumed in the TAZ "t21". Therefore, because the vehicle trips anticipated for the proposed project were analyzed in the 2004 General Plan Program EIR and the proposed project maintains consistency with the 2004 General Plan, a full VMT analysis was not required for the project and the project's build-out is below the assumed growth projection for the project site.

SB 743 does not prevent local agencies from using LOS in their General Plan to determine a project's fair share participation in the construction of transportation improvements outside of CEQA. The city still utilizes LOS in its General Plan. Although no longer a requirement for CEQA in determining environmental impacts associated with LOS, the city can impose conditions of approval to require construction of certain transportation infrastructure improvements or payment of a fair share toward the cost of such improvements warranted by the project. A traffic impact analysis (TIA) was prepared by Linscott, Law & Greenspan (September 2019) to assess LOS impacts at certain street intersections and roadway links within the project site's study area. Detailed discussion of the LOS assessment is not required for this initial study, but the project's TIA determined that certain intersections needed modification at project opening and in Year 2040 due to the number of vehicle trips generated by the project. The project was initially forecasted to create 4,127 average daily trips, with 471 a.m. peak hour trips and 480 p.m. peak hour trips. The trips estimates include the conversion of truck related trips to passenger car equivalent (PCE). After the LOS analysis was prepared, the total building size of the project was reduced. The project was reduced by 49,519 square feet resulting in 1,074,771 square feet of building area. A supplemental TIA memo was prepared showing the project's average daily trips reduced to 3,585 trips, with 462 trips in the a.m. peak hour and 469 trips in the p.m. peak hour (LL&G, November 2019). The revised project did not affect the LOS analysis prepared in the initial traffic study.

The City of Corona considers LOS D to be the minimum acceptable LOS for all intersections that consist of collector and arterial roadways. In addition, the City of Corona considers LOS C to be the minimum acceptable LOS for local and collector streets in residential and industrial areas. The City of Corona General Plan Circulation Element Policy 6.1.6 states:

> *Maintain Level of Service D or better on arterial streets wherever possible. At some key locations, such as at heavily traveled freeway interchanges, LOS E may be adopted as the acceptable standard, on a case-by-case basis. Locations that may warrant the LOS E standard include Lincoln Avenue at SR-91, Main Street at SR-91, McKinley Avenue at SR-91, Hidden Valley Parkway at I-15, Cajalco Road at I-15 and Weirick Road at I-15. A higher standard such as Level of Service C or better may be adopted for local and collector streets in residential areas.*

The below intersections require modification and/or improvement with the project and are being included as mitigation measures to ensure potential impacts are less than significant.

<u>Year 2022</u>

Intersection at <u>State Street at Ontario Avenue</u>.

In Year 2022 without the project, the intersection is forecast to have LOS E in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS remains the same in the a.m. and p.m. peak hours. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the following improvements for this intersection include: a) stripe crosswalks on all legs, and b) installation of a traffic signal and a design for five-phase operation with protected left-turn phasing on Ontario Avenue.

Intersection at <u>Temescal Canyon Road at Cajalco Road</u>.

In Year 2022 without the project, the intersection is forecast to have LOS D in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS is forecast to have LOS E in the p.m. peak hour. This deficiency in the LOS is considered to be from

the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to modify the existing traffic signal to install eastbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.

Year 2040

Intersection at State Street at Ontario Avenue.

In Year 2040 without the project, this intersection is forecast to operate at LOS E in the a.m. and p.m. peak hours. In Year 2040 with the project, the LOS is forecast to have LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement is the same as that in Year 2022. However, in Year 2040 the project is responsible for paying 24.43% of the cost of the improvement.

Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road.

In Year 2040 without the project, this intersection is forecast to operate at LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS remains the same in the p.m. peak hour. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the planned improvement at this intersection is to modify the existing traffic signal to provide eastbound right-turn overlap phasing. The project is responsible for 21.67% of the cost to construct.

Intersection at Temescal Canyon Road at Cajalco Road.

In Year 2040 without the project, the intersection is forecast to have LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS is forecast to have LOS E in the a.m. peak hour and LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to restripe the west leg to provide the eastbound approach with a second exclusive eastbound left-turn lane; and modify the existing traffic signal to install eastbound right-turn overlap phasing and northbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.

e.

The closest airport to the project site is the Corona Municipal Airport located in the northwest area of the city. The project site is not located within the airport influence zones for the Corona Municipal Airport. Therefore, the project will not cause a change in air traffic patterns and is not an impact.

f.

Access to the proposed project site will be provided via one (1) full access driveway at the existing intersection of Grand Oaks at Tom Barnes Street. Three full access driveways will be provided along a new public street cul-de-sac on the westerly border of the Project site that will connect to the existing intersection of Tuscany Street at Tom Barnes Street. As a result of the site access analyses, the Project proposes to convert the two existing intersections along Tom Barnes Street to all-way stop controlled intersections.

The on-site circulation layout of the proposed project on an overall basis is adequate. A circulation evaluation was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles. The turning template was utilized to ensure that a large delivery truck (WB-67) could properly access and circulate through the project site. In order to accommodate the ingress westbound right-turn turning movement requirements of a WB-67 design truck into the project site, the project site plan needs to incorporate a curb return radii of 65 feet on the northeast corner of Project Driveway 1 at Tom Barnes Street and a curb return radii of 60 feet on the northeast corner of Project Driveway 2 at Tom Barnes Street. Therefore, the on-site driveway design does not create a traffic hazard and is not an impact.

g.

The project site has adequate emergency access from Tom Barns Street via Temescal Canyon Road and Grand Oaks from Cajalco Road. The project also has two driveways on Tom Barns Street; one located at the westerly end of the site and the second located on the easterly end. Therefore, two points of access are provided to Tom Barns Street in addition to the project having two project driveways from the street. The project is not considered to have an impact on emergency access.

Mitigation Measures

MM 6-1

Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This improvement shall be done prior to the issuance of the first certificate of occupancy for the project.

MM 6-2

Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of PM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.

MM 6-3
Intersection at State Street at Ontario Avenue (Year 2022). This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

MM 6-4
Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). The developer is responsible for 100% of the cost associated with this improvement. The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

MM 6-5
Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

MM 6-6
Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

MM 6-7
Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

7. BIOLOGICAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Endangered or threatened species/habitat	☐	☐	☐	☒
b. Riparian habitat or sensitive natural community	☐	☒	☐	☐
c. Adversely affects federally protected wetlands	☐	☐	☐	☒
d. Interferes with wildlife corridors or migratory species	☐	☒	☐	☐

e. Conflicts with local biological resource policies or ordinances ☐ ☐ ☒ ☐

f. Conflicts with any habitat conservation plan ☐ ☒ ☐ ☐

Discussion:

a.

The applicant retained ECORP Consulting to perform a biological assessment on the project site (ECORP Consulting, December 2019).

Literature Review

ECORP biologists performed a literature review using the CDFW's California Natural Diversity Data Base (CNDDB; CDFW 2019a) and the California Native Plant Society's (CNPS') Electronic Inventory (CNPSEI; CNPS 2019) to determine the special-status plant and wildlife species that have been documented in the vicinity of the Project site. The CNDDB and CNPSEI database searches were conducted on July 23, 2019. ECORP searched CNDDB and CNPSEI records within the project site boundaries, plus the surrounding areas including Corona North, Lake Matthews, Riverside West, Prado Dam, Black Star Canyon, Santiago Peak, El Toro and Alberhill. The CNDDB and CNPSEI contain records of reported occurrences of federally or state-listed endangered, threatened, proposed endangered or threatened species, California Species of Special Concern (SSC), and/or other special-status species or habitat that may occur within or in the vicinity of the Project. A USFWS species list for the Project site was also taken from the Information for Planning and Consultation (IPaC) website. The assessment also included additional information from the following sources, but is not limited to:

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) *Web Soil Survey* (NRCS 2019);
- *State and Federally Listed Endangered and Threatened Animals of California* (CDFW 2019b);
- *Special Animals List* (CDFW 2019c);
- *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012);
- *The Manual of California Vegetation*, 2nd Edition (Sawyer et al. 2009); and various online websites (e.g., CalFlora 2019).

Using this information and observations in the field, a list of special-status plant and animal species that have potential to occur within the project site was generated. For the purposes of this assessment, special-status species are defined as plants or animals that:

- have been designated as either rare, threatened, or endangered by CDFW, CNPS, or the USFWS, and/or are protected under either the federal or California ESAs;
- are candidate species being considered or proposed for listing under these same acts;
- are fully protected by the California Fish and Game Code, §§ 3511, 4700, 5050, or 5515;
- are of expressed concern to resource and regulatory agencies or local jurisdictions; and/or
- are covered species under the MSHCP.

Special-status species reported for the region in the literature review or for which suitable habitat occurs on the Project site were assessed for their potential to occur within the project site based on the following guidelines:

Present: The species was observed on site during a site visit or focused survey.

High: Habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been recorded within five miles of the site.

Moderate: Either habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been reported in the database, but not within five miles of the site, or a known occurrence occurs within five miles of the site and marginal or limited amounts of habitat occurs on Site.

Low: Limited habitat for the species occurs on site and a known occurrence has been reported in the database, but not within five miles of the site, or suitable habitat strongly associated with the species occurs on site, but no records were found in the database search.

Presumed Absent: Focused surveys were conducted, and the species was not found, or species was found in the database search but habitat (including soils and elevation factors) is not present on site, or the known geographic range of the species does not include the survey area.

Field Survey

The biological reconnaissance survey was conducted on May 1, 2019 between 9:30 a.m. and 11:45 a.m. by an ECORP biologist. Weather conditions during the survey were warm, with clear skies, wind speeds of 3 to 8 miles per hour, and an average temperature of 76 degrees Fahrenheit.

The biological reconnaissance survey was done by walking the entire project site to identify the vegetation communities and wildlife habitats present. The biologist documented the plant and animal species present on the Project site, and the location and condition of the project site were assessed for the potential to provide habitat for special-status plant and wildlife species. Data were recorded on a Global Positioning System (GPS) unit, field notebooks, and/or maps. Photographs were also taken during the survey to provide visual representation of the various vegetation communities within the Project site. The project site was also examined to assess its potential to facilitate wildlife movement or function as a movement corridor for wildlife moving throughout the region. In addition, the biologist mapped the vegetation communities present on the project site.

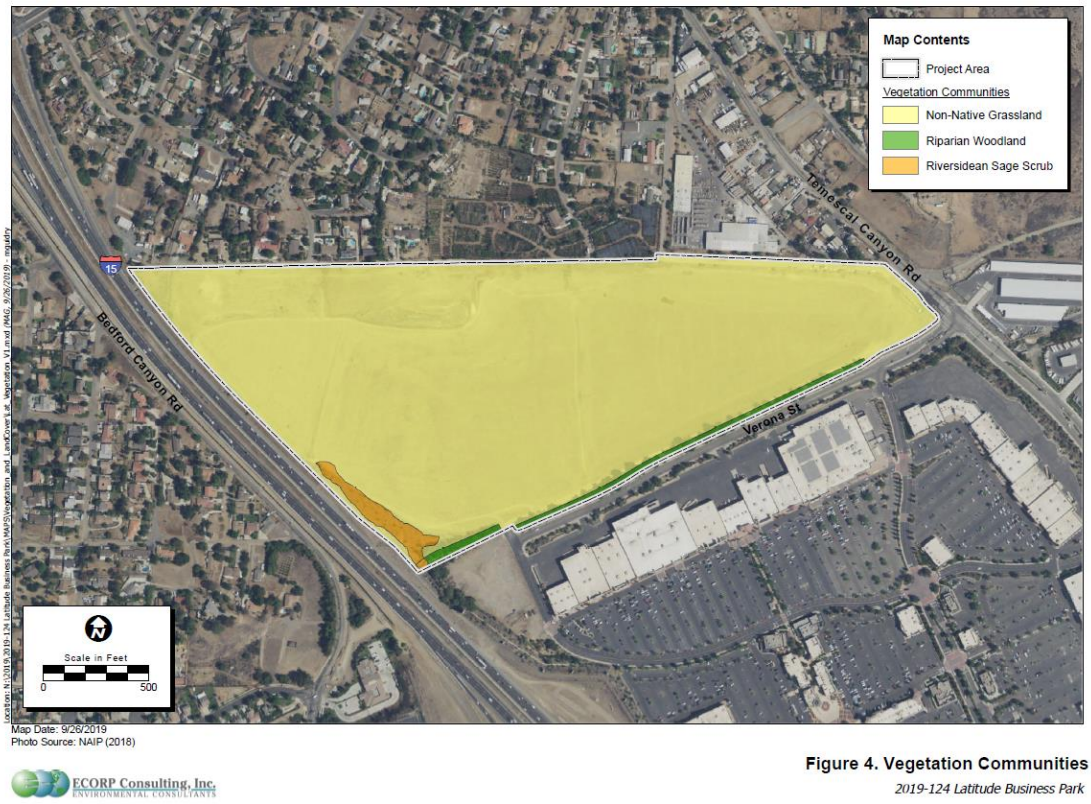
Plant and wildlife species, including any special-status species that were observed during the survey, were recorded. Plant nomenclature follows that of *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012). Wildlife nomenclature follows Society for the Study of Amphibians and Reptiles (SSAR 2017), *Check-list of North American Birds* (American Ornithologists' Union [AOU] 2018), and the *Revised Checklist of North American Mammals North of Mexico* (Bradley et al. 2014). In instances where a special-status species was observed, the date, species, location and habitat, and GPS coordinates were recorded. The locations of special-status species observations were recorded using a handheld GPS in NAD 83, Universal Transverse Mercator coordinates, Zone 11S.

A project site field meeting with ECORP Consulting, California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Services (USFWS) was held on January 30, 2020, to review the site. Aquatic resources were identified on the property that corresponded with the detention basin system that was constructed on the project site during the reclamation phase from the previous mining activity. CDFW considered the aquatic resources to be riparian/riverine habitat under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Property Characteristics

The project site consists of an undeveloped lot containing mostly non-native grassland, with a relatively flat topography. To the south, along Tom Barnes Street, is Joseph Canyon Wash located within a constructed channel and vegetated with restored riparian vegetation. A small patch of Riversidean sage scrub is associated with the western slopes adjacent to I-15. (Figure 7-1). Most of the project site had low vegetation growth at the time of the survey, with grasses of moderate height. Representative site photographs are included in Appendix C of the biological assessment (ECORP December 2019).

Figure 7-1
Vegetation Communities



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Vegetation Communities

The project site is within an urban environment and was subject to surface mining, followed by mine reclamation, and therefore it has been subjected to repeated and ongoing disturbance from human activities. The entire project site is covered in nonnative annual grassland, with some Riversidean sage scrub along its western boundary (Figure 7-1). The area along Joseph Canyon Wash supports riparian woodland communities, but this area is not being affected by the proposed development and has been set aside as a mitigation site. The plant species observed on the project site were nonnative or invasive weedy species over the majority of the area and native plant species are limited largely to the Joseph Canyon Wash Conservation Easement and the slopes adjacent to I-15, which were part of ongoing revegetation activities associated with environmental compliance for the Crossings Project. A portion of the site had a stormwater/detention basin that collected and managed storm flows. This consisted of an area that pooled stormflows shallowly. Although some limited riparian vegetation was present within this feature, the area was still vegetated overall by non-native grassland species.

Riparian Woodland community occurs along Joseph Canyon Wash, an earthen channel area dedicated as conservation under existing entitlements for the Crossings Project. Plant species within the channel were all planted along with the original restoration at the time the Crossings Project was constructed. The mitigation pallet contained western sycamore (*Platanus racemosa*), Fremont's cottonwood (*Populus fremontii*), toyon (*Heteromoles arbutifolia*), coast live oak (*Quercus agrifolia*), coyote bush (*Baccharis pilularis*), narrow-leaf willow (*Salix exigua*), black willow (*Salix goodingii*), arroyo willow (*Salix lasiolepis*), yerba mansa (*Anemopsis californica*), mule fat (*Baccharis salicifolia*) and blackberry (*Rubus ursinus*).

Most of these plant species are present, along with some volunteer species along the banks, including California buckwheat (*Eriogonum fasciculatum*) and western ragweed (*Ambrosia psilostachya*). The area receives flows from a storm drain system to the west of I-15, which enters into a cement channel beneath I-15 to empty into a drain that serves the restoration area. An overflow channel continues into a storm drain underneath Tom Barnes Street, to handle larger storm events. The system is augmented by runoff from urban developments and landscaping. It has also been irrigated for many years, while the restoration efforts have been ongoing.

Areas mapped as Riversidean sage scrub were a part of the slope revegetation that was included in the environmental compliance efforts for the Crossings Project. The vegetation on the slopes consists of California sagebrush (*Artemisia californica*), brittlebush (*Encelia farinosa*) and California buckwheat primarily. The understory is composed mostly of nonnative grasses including weedy species such as wild oat (*Avenua fatua*) and short-pod mustard (*Hirschfeldia incana*).

Areas mapped as nonnative annual grasslands dominate the site in a manner consistent with the frequent disturbance the Project site has undergone. Species present include wild oat, short-pod mustard, ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), cheat grass (*Bromus tectorum*), Bermuda grass (*Cynodon dactylon*), wild barley (*Hordeum* sp.), tree tobacco (*Nicotiana glauca*), dove weed (*Eremocarpus setigerus*), Russian thistle (*Salsola tragus*) and castor bean (*Ricinus communis*). The majority of these grasses and forbs are from the Mediterranean region, and have naturalized to southern California and elsewhere.

Potential for Special-Status Plant and Wildlife Species to Occur on the Project Site

Plant species observed on the Project site were generally characteristic of disturbed urban areas, and soils that have been heavily modified. The only native plant species were either of very low cover within the non-native grassland or were associated with revegetated areas along Joseph Canyon Wash or on slopes adjacent to I-15.

The literature search documented 53 special-status plant species (of those, 9 are federally and/or state listed and all of those are covered by the Western Riverside Multiple Specifies Habitat Conservation Plan [MSHCP]). Because the project site boundaries consist entirely of nonnative annual grassland, all were presumed absent due to lack of suitable habitat. A complete list of the 53 special-status plant species, with details regarding blooming periods, habitat requirements, and potential for occurrence designations, is included as Appendix A of ECORP's biological assessment (December 2019).

The project site provided habitat for a mixture of resident species adapted to disturbances and urban environments, along with others that are primarily using the site for foraging. One reptile species was observed during the survey, western fence lizard (*Sceloporus occidentalis*). Twelve bird species were observed during the reconnaissance visit: house finch (*Haemorhous mexicanus*), California towhee (*Pipilo crissalis*), house sparrow (*Passer domesticus*), common raven (*Corvus corax*), American crow(*Corvus brachyrhynchos*), rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), red-tailed hawk (*Buteo jamaicensis*), horned lark (*Eremophila alpestris*) and Anna's hummingbird (*Calypte annae*). During the survey, there was also a regional dispersion of painted lady butterflies (*Cynthia cardui*) and many hundreds were observed flying through the area.

The literature search documented 54 special-status wildlife species in the vicinity of the project site (15 of which are federally and/or state-listed and all of those are covered by the MSHCP). Most of those species were eliminated for consideration in the potential for occurrence analysis due to the lack of suitable habitat. A complete list of the 54 special-status wildlife species, with details regarding habitat requirements and potential for occurrence designations, is included as Appendix B of the biological assessment (Ibid).

Based on the biological assessment conducted by ECORP Consulting the project will not impact endangered, threatened species of habitat.

b.

Historically the project site was a subset of a 191.6-acre aggregate mining facility that operated under Surface Mining Permit 109. The mine ceased operation in 1997 and underwent mine reclamation activities shortly after the closure of the mine. In 2000, the portion of this former mine site to the south of Tom Barnes Street was rezoned to a commercial designation and approved for development into what is now the Crossings at Corona retail center (Tentative Parcel Map No. 29503). This resulted in subdivision of the project site from the larger property. As a part of that previous entitlement for the Crossings Project, a portion of land within the Latitude Business Park property along Joseph Canyon Wash was set aside in a Conservation Easement, located adjacent to Tom Barnes Street. This area is maintained for conservation purposes and is not a part of the planned development. As a part of the environmental commitments for the Crossings Project, surveys have been conducted on the Project site. These have included annual monitoring reports for the restoration effort within Joseph Canyon Wash (TPA 2006; 2007; 2008; 2009; 2010; 2011; 2012; 2013; 2014; and 2018) as well as a Phase I Biological and Burrowing Owl Assessment for the site (TPA 2018) (ECORP 2019).

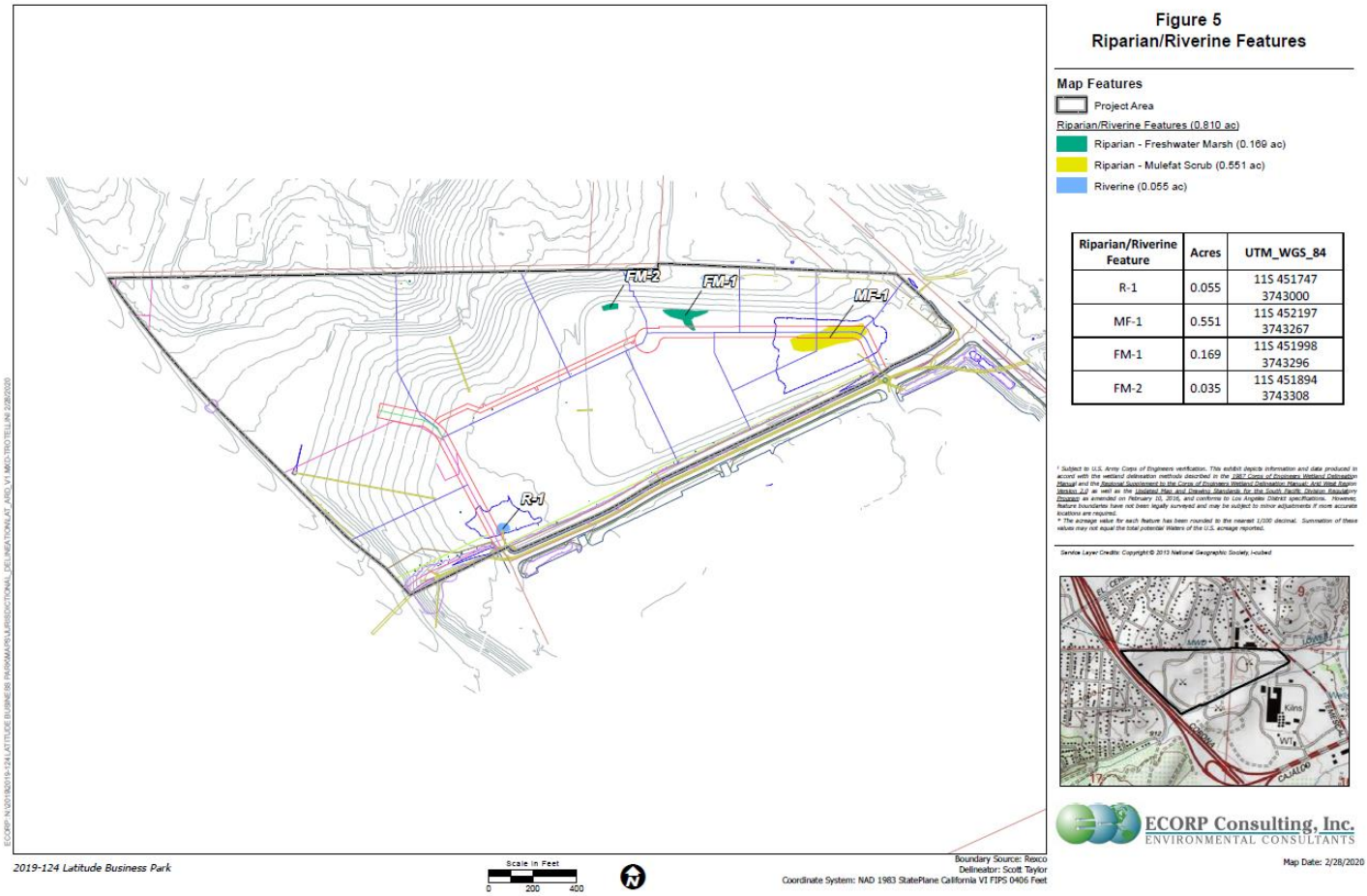
The applicant's biologist did a desktop review to identify potential streams and hydric soils on the property. This entailed examination of the NRCS Soil Mapper (2019), National Wetland Inventory (NWI) mapping, and the USGS topographic mapping of the project site to aid in identifying potential biological constraints to the project due to jurisdictional streams. The only known jurisdictional feature within the project site is Joseph Canyon Wash, which has been channelized and is a part of a dedicated Conservation Easement located along Tom Barnes Street (Figure 7-2). This area is not affected by the proposed project.

Figure 7-2
Conservation Easement Boundary (Joseph Canyon Wash)

The area associated with Joseph Canyon Wash is considered jurisdictional to the USACE, SWRCB and CDFW because it is associated with an historic stream and connects to Temescal Canyon Wash. All of the jurisdictional portions of Joseph Canyon Wash and the associated riparian vegetation have been placed within a Conservation Easement and are not being impacted by the Project. Within the non-native grassland areas, there are shallow basins that collect water for stormwater management, and had limited riparian vegetation such as mule fat. These areas are, however, considered to be "stormwater control features created in dry land" and not considered jurisdictional to the USACE under 33 CFR Part 328.3.b (Definitions). However, in th field visit with CDFW and USFWS on January 30, 2020, the agencies considered these basins to have riparian/riverine habitat under the MSHCP definition. In addition, a small area of ponding adjacent to the stand pipe associated with the smaller, more northerly detention basin was mapped as riverine (no riparian habitat is present at this location). The riparian/riverine habitat

areas are considered jurisdictional to the CDFW, under the Lake and Streambed Alteration Program (Figure 7-3). The riparian/riverine features include 0.169 acres of freshwater marsh (riparian), 0.551 acres of mulefat scrub (riparian), and 0.055 acres of riverine.

Figure 7-3
Riparian/Riverine Features



c.

The biological assessment performed by ECORP Consulting showed the project site does not contain any state or federally protected wetlands or Waters of the U.S. other than those identified within Joseph Canyon Wash, which is being fully avoided by the project. The development of the Project site will not result in impacts to federally protected wetlands or Waters of the United States but will have an impact to CDFW jurisdictional areas under the MSHCP. Therefore, mitigation is required to reduce this impact to less than significant (Mitigation Measures 7-4 and 7-6).

d.

<u>Burrowing Owl Habitat Assessment</u>

The City of Corona participates in the Western Riverside County MSHCP. The MSHCP has specific habitat assessment and survey requirements for burrowing owl. The project site is located within a designated burrowing owl survey area and, therefore, a burrowing owl habitat assessment and burrow survey was conducted in accordance with the MSHCP burrowing owl survey guidelines (County of Riverside 2006) in 2018 by The Planning Associates Group(TPA) in December 2018. No burrowing owls or potential owl burrows were identified during this survey. The burrowing owl is a California SSC and a covered species under the MSHCP. Burrowing owls historically occurred throughout much of California and the western United States; however, many former California populations have been extirpated. The burrowing owl inhabits open habitats, primarily grasslands and deserts. Burrowing owls require burrows for roosting and nesting cover. Although they often nest in abandoned California ground squirrel (*Otospermophilus beecheyi*) burrows, they will also use other small mammal burrows, pipes, culverts, and nest boxes, particularly where burrows are scarce (TPA December 2018). The project site did not provide suitable habitat for burrowing owl due to the lack of suitable burrows or burrow structure, absence of California ground squirrel activity, extremely dense vegetation in the central portion of the project site, and evidence of frequent mechanical disturbances throughout the entire project site (especially around the edges of the site). Nevertheless, a pre-construction

survey for burrowing owls would be recommended prior to ground disturbance to ensure potential impacts to burrowing owls is less than significant (MM 7-1).

Raptors and Migratory Birds

Potential nesting habitat for migratory birds and raptors protected by the MBTA and California Fish and Game Code was present adjacent to the project site in particular within trees and shrubs associated with Joseph Canyon Wash. Raptors typically breed between February and August, and songbirds and other passerines generally nest between March and August. A pre-construction survey for raptor species is recommended prior to ground disturbance to ensure potential impact is less than significant (Mitigation Measures 7-2 and 7-3).

Wildlife Movement Corridors, Linkages, and Significant Ecological Areas

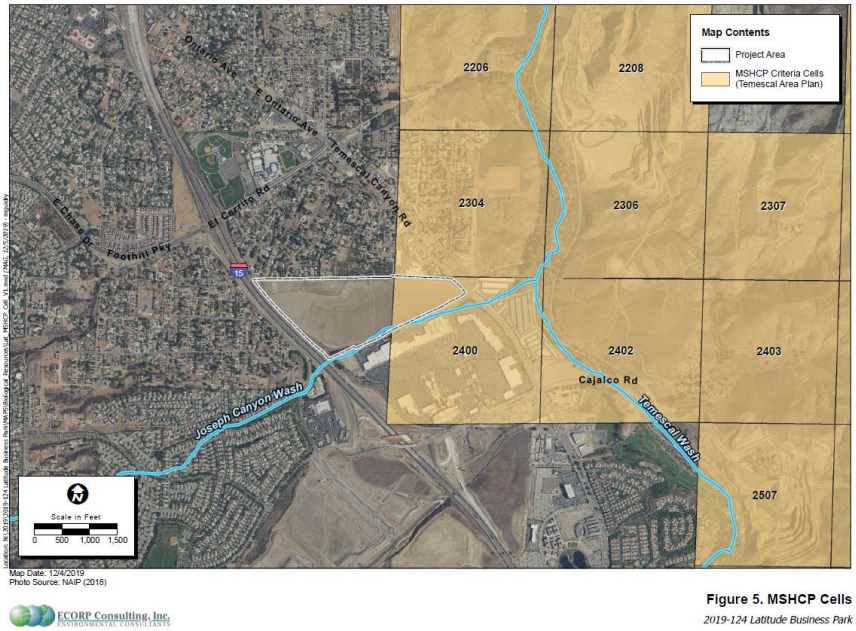
ECORP Consulting evaluated the potential of a wildlife corridor occurring on the project site. Wildlife corridors constitute linkages between habitat areas that allow wildlife species to move from one habitat area to another. Corridors vary in configuration and type, ranging from wide stream systems to narrow culverts in urban landscapes. Ideally a corridor provides some level of plant cover, water sources and food sources as well. The project site was assessed for its ability to function as a wildlife corridor. The project site is very disturbed and surrounded by development to the west, south, and east. Undeveloped areas within the project site are undoubtedly used by wildlife, but these areas are limited by the level of disturbance present. Joseph Canyon Wash provides some level of connectivity through the site and towards Temescal Canyon Wash, but this channel is very narrow, ranging up to around 100 feet in width. Also, to the west the channel becomes a concrete, urbanized feature that traverses beneath I-15. Wildlife use of the site is considered to be limited largely to small to medium sized mammal species, birds and smaller reptiles and amphibians. The lack of vegetative cover and the urban nature of the project site would likely deter larger wildlife species such as deer (*Hemonianus odocoileus*) and mountain lions (*Felis concolor*) from moving through the area. Therefore, the project would not impact a wildlife corridor.

e & f

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in Western Riverside County. The MSHCP identified 146 species, referred to as “Covered Species,” for which the federal and California ESAs “take” authorization has been granted to signatories to the plan as long as they comply with its requirements. Of the 146 Covered Species within the MSHCP, 118 are considered to be “adequately conserved.” The remaining 28 Covered Species will be considered to be adequately conserved when certain landmark conservation requirements are met during the course of future development. The goal of the MSHCP is to maintain the biological and ecological diversity within a rapidly urbanizing region while also improving the future economic development in the county by providing an efficient, streamlined regulatory process through which development can proceed in and efficient way.

The Project site is located within the Temescal Canyon Area Plan and partially within Criteria Cell 2400 of the MSHCP (Figure 7-4). The target conservation acreage range for the Temescal Canyon Area Plan is approximately 29,555 to 31,870 acres and is composed of approximately 26,070 acres of existing Public/Quasi-Public Lands and 3,485 – 5,800 acres of Additional Reserve Lands. The City of Corona sits entirely within the Temescal Area Plan. The Project site is located within Subunit 3 – Temescal Canyon Wash West, an area whose chief goal consists of conserving native habitats associated with Temescal Canyon Wash, which is located approximately ¼ mile from the Project site’s eastern boundary.

Figure 7-4
MSHCP Cells



Section 6.0 of the MSHCP requires assessment of the potential effects from the project on biological resources including riparian/riverine areas, vernal pools, and fairy shrimp, burrowing owl, and Narrow Endemic Plant Species. In addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted in order to address the indirect effects associated with locating proposed development in proximity of MSHCP Conservation Areas. These resources were assessed during the biological reconnaissance survey prepared by ECORP Consulting and are discussed below in relation to the project.

Riparian/Riverine, Vernal Pool, and Fairy Shrimp Habitat Assessment (MSHCP Section 6.1.2)
In accordance with Section 6.1.2 of the MSHCP, a habitat assessment was performed for riparian and riverine communities, vernal pools, and fairy shrimp.

Riparian/Riverine Areas
Riparian vegetation observed on the project site is associated with Joseph Canyon Wash. This wash has been channelized into underground storm drain systems through residential and commercial areas to the west of Interstate 15, runs in an earthen channel along the southern site boundary and empties into Temescal Wash to the east of the site. Temescal Wash is an important regional waterway and wildlife corridor and remains the focus of several conservation efforts.

As a part of The Crossings mitigation and permits, Joseph Canyon Wash was replanted with riparian plantings, and since 2005 the wash has been monitored for compliance with the Crossings Habitat Mitigation and Monitoring Plan (HMMP) according to the Crossings Project environmental compliance measures. The wash currently supports a diverse variety of riparian plants including willows (*Salix* sp.), cottonwoods (*Populus fremontii*), western sycamore (*Platanus racemosa*), cattails (*Typha latifolia*) and mule fat (*Baccharis salicifolia*). There are also several understory species present typical of riparian areas as well as coastal sage scrub species along the banks of the channel. The area currently meets or exceeds its required success criteria. The Joseph Canyon Wash accounts for approximately one acre of the project site, averages 20 feet in width and is approximately 2,100 feet in length. The Wash is protected by a conservation easement and will continue to function in its current capacity. The project's development footprint does not encroach within this area.

In addition to Joseph Canyon Wash, two detention basins occur on the site, the easternmost of which supports a patch of mule fat scrub in addition to two patches of freshwater marsh (Figure 7-3). These features were originally created as a part of the mine reclamation process, and have the purpose of reducing erosion and sedimentation downstream into Temescal Wash. The CDFW conducted a field review of these features and considers them to consist of riparian/riverine habitat under the MSHCP definition. They also identified a pool of water surrounding the smaller, westerly detention basin and consider that to qualify as riverine habitat under the MSHCP definition. Therefore, mitigation is required to reduce the impact to riparian/riverine areas under the MSHCP to less than significant. (Mitigation Measure 7-4)

Vernal Pools and Fairy Shrimp
Vernal pools are seasonal wetlands that contain semi-impermeable soils, allowing water to perch for long periods of time, and concave topography. True vernal pools also support a variety of plant species that are specific to vernal pool ecological

parameters. An area that is not a true vernal pool, such as a road rut or road pool, may exhibit similar characteristics. Vernal pools and similar habitat areas tend to occur within clay soils zones. Soils within the project site consist of Altamont series, Arbuckle series, Terrace Escarpments, Cortina Series, Temescal series and Vallecitos series soils.

Section 6.1.2 of the MSHCP states, "*determinations that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis."* The determinations are made based on the length of the time the area is expected to support vernal pool hydrological characteristics based primarily on its history, vegetation, soils, and drainage characteristics. Fairy shrimp are an invertebrate class of species that are particularly adapted to vernal pool ecology and ephemeral pools that support similar characteristics.

The Project site did not contain any apparent vernal pool habitat or suitable habitat for fairy shrimp, although there were basins located on site whose purpose was to detain stormwater flows across the site. These basins were created as part of the mining reclamation and are shallow, are artificially created and are located within the southeast corner of the site within areas mapped as Arbuckle loam. The basins contain stand pipes that allow drainage and only hold stormwater during times immediately after storm events, and they do not hold water for long enough periods of time needed to support fairy shrimp. MSHCP Section 6.1.2 goes on to state that "with the exception of wetlands created for the purpose of providing wetlands habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions." For these reasons, the site is not considered to support fairy shrimp habitat.

Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4)
In the initial Joint Project Review done by RCA, dated January 3, 2020, to preserve the integrity of areas adjacent to the project site which will be in a conservation easement, the Wildlife Agencies are requiring the project to implement Urban/Wildland Interface measures in accordance with Section 6.1.4 of the MSHCP. Specifically measures related to avoiding the use of invasive species and water quality. Therefore, Mitigation Measure 7-5 is being added to reduce the potential impacts to MSHCP conservation areas to less than significant.

Although the project site is located within a designated MSHCP Criteria Cells for conservation within Temescal Canyon Wash, and none of the portions of the cell located within site boundaries are designated for conservation, the development of the project site would be considered to be consistent with the MSHCP. The project's MSHCP consistency analysis was initially reviewed through the joint project review (JPR) process between the city and RCA on January 3, 2020. However, as a result of the field visit that took place on January 30, 2020 with CDWF and USFWS a second JPR is required to address the riparian/riverine habitat that was identified on the site and falls within the definition of the MSHCP. The second JPR process between the city and RCA shall be completed prior to the issuance of a grading permit for the project.

Mitigation Measures

MM 7-1
A pre-construction survey for burrowing owls should be completed within the Project site no more than 30 days prior to construction activities in accordance with the Western Riverside MSHCP burrowing owl survey guidelines (County of Riverside 2006). If burrowing owls are observed during the preconstruction survey, a specific mitigation methodology for the owl shall be determined in coordination with CDFW in order to reduce impacts to a level that is less than significant. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls.

MM 7-2
Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31). This will avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include establishment of an avoidance buffer until nesting has been completed and periodic nest monitoring by the project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.

MM 7-3
Due to the potential presence of least Bell's vireo within Joseph Canyon Wash, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys shall be completed prior to any such activities, in order to rule out the presence of least Bell's vireo. Surveys involve eight surveys from April 10 through

July 31, spaced at least 10 days apart. If least Bell's vireo is detected during the surveys, then all work within 500 feet of the location of the least Bell's vireo territory will be halted and the CDFW will be consulted regarding mitigation and avoidance measures during construction. At a minimum, an avoidance buffer will be planned and established in consultation with the CDFW to avoid indirect impacts to least Bell's vireo. The buffer is expected to be a minimum of 500 feet in width. The width of the avoidance buffer will be determined by the Project biologist, in consultation with the CDFW. Other mitigation measures may also be applied based on that consultation process.

MM 7-4

Prior to the issuance of a grading permit, to mitigate for the loss of 0.810 acres of streambed and wetlands due to project construction, the project applicant shall enter into a Streambed Alteration Agreement, Section 1600, with CDFW to replace affected streambed at a ratio not less than 2:1, or as specified by CDFW. Mitigation can be done by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Additional consultation may be required with the USACE regarding a Clean Water Act Section 404 permit and with the State Water Resources Control Board regarding a Clean Water Act Section 401 permit.

MM 7-5

The developer shall demonstrate compliance with the following Urban/Wildland Interface measures (MSHCP Section 6.1.4). Compliance with these measures, as applicable to the related measure, are required prior to issuance of a grading permit, prior to the approval of the landscape plans or during field inspections.

1. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows.

2. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. The proposed project will prepare a Storm water Pollution Prevention Plan (SWPPP) that will mitigate impacts from any discharge during construction or post-construction. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows.

3. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting.

4. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.

5. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.

6. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

7. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

8. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.

9. As applicable, best management practices (BMPs), shall be implemented for the duration of construction:

a. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session f 163
project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are

being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

b. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

c. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

d. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

e. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

f. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

g. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

h. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

i. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

j. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

k. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

l. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

m. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

n. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

o. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.

MM 7-6

Prior to the issuance of a grading permit, the applicant shall prepare a Determination of Biologically Equivalent Superior Preservation (DBESP) and obtain written concurrence from the USFWS and CDFW that the DBESP has met the requirements of the MSHCP. Alternatively, if a DBESP is determined at a future date to not be necessary a written documentation of th decision shall be prepared and submitted to the city. The Joint Project Review (JPR) between the city and RCA shall also be completed prior to the 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	☐	☐	☐	☒

Discussion:

The project site is a former mine site that was used for the mining of sand from 1978 to 1997. The mining operation was permitted by Riverside County per Surface Mine Permit 109. On-site reclamation started in 1997 when the mining operated ceased. The project site was massed graded and former quarry pits were filled during the mass grading process. The mineral resource on the site has been exhausted and the site was fully reclaimed in 2015. Therefore, the project will not result in the loss of mineral resources and this is not an impact.

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

Discussion:

a.

Project grading will not involve the transport or use of hazardous materials. As indicated, the project site was a former sand mine that has been reclaimed. The project site is also planned to be an industrial/business park that will include concrete tilt-up buildings, paved parking, and landscaping. The uses of the buildings are unknown at this time, but the buildings are required to adhere to occupancy standards in accordance with the California Building Standards Code. Future businesses involving the use of hazardous materials are also required to prepare and submit a hazardous materials occupancy report to the Fire Department. The Fire Department does an annual inspection of businesses to ensure the on-site quantities of materials are within the allowed occupancy of the building. Therefore, this is not an impact.

b & d

A Phase 1 Environmental Site Assessment was prepared by South Shore Testing and Environmental (October 2018) on the

project site. The surface condition of the project site at the time of the assessment consisted of a formerly reclaimed clay mine and undeveloped land. The reclamation activity on the project site included a fill area from east to west, a fill disposal area and fill areas where quarry ponds once existed. The site is surrounded by numerous utilities which includes an MWD manhole, water valves and risers, a concrete pad with vault, and vent with electric meter and utility cabinet, six pad-mounted transformers, and a Corona Department of Water and Power switching station. A MWD 108-inch lower feeder line is located in a 25 foot to 30 foot wide easement adjoining the northern property line in La Gloria Street and Liberty Avenue. A City of Corona 10 inch water line is located along the northern portion of the subject property in addition to numerous water valves, settlement monitoring wells, vent risers, a 6 inch water line remnant, and a check valve assembly. A large diameter culvert is located along the southeast property line near the northeast property corner in addition to a line of dense trees representing the Joseph Canyon Wash. Two 36 inch corrugated metal pipe (CMP) risers are also located near the southeast property line. A 24 inch CMP pipe and riser connect in th area of Parcels 3 and 5 for drainage purposes, a CMP riser and drain pipe and riprap outlet are located in the approximately center of Parcel 3, a 36 inch CMP riser and drain pipe and riprap outlet are located in the southern portion of Parcel 5, a standpipe water valve is located in Parcel 4 and miscellaneous sign structures are located near Parcel 7.

Exterior surface run-off from the project site is expected to flow into the several observed storm water drains located at various points on the project site. The drains look as though they flow to the municipal stormwater system. At the time of the assessment, the drains appeared to be in good visible condition with no significant staining observed around the perimeters.

Hazardous materials handling and/or storage activities were not observed at the project site and there was no sign of hazardous waste generation or disposal activities during the on-site assessment.

Above ground storage tanks were not visually observed on the project site and no underground storage tanks were noted as part of the research done through U.S. Environmental Protection Agency database and Department of Toxic Substances Control's database.

Based on the field observations and literature review done on the project site the project is not located on a hazardous materials site and is not expected to release hazardous materials. Therefore, this is not an impact.

c.

The closest school to the project site is El Cerrito Intermediate School located 0.4 miles to the north on El Cerrito Road. The proposed use of the property will not result in the release of hazardous materials or emissions and therefore this is not an impact.

e.

The Corona Municipal Airport is located 6 miles northwest of the project site and outside of the boundaries of the airport influence zones. Therefore, the project will not conflict with the airport land use plan and this is not an impact.

f.

The project will not block public streets or evacuation routes from the project site. All construction, except for public infrastructure connections, and operations will occur on-site. The on-site circulation system will also provide two points of ingress and egress and designated fire lanes no less than 28 feet wide. Therefore, the project will not impair emergency response plans.

g.

According to fire hazard severity zone map provide by CalFire (2017), the project site is not located within wildfire hazard severity zone. Therefore, the increase risk of wildland fire is not an impact.

10. NOISE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed noise level standards	☐	☐	☒	☐
b. Exposure to excessive noise levels/vibrations	☐	☐	☒	☐

c. Permanent increase in ambient noise levels	☐	☐	☒	☐
d. Temporary increase in ambient noise levels	☐	☒	☐	☐
e. Conflict with Airport Land Use Plan noise contours	☐	☐	☐	☒

Discussion:

a.

The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth in the CMC. Residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard (7:00 a.m. to 10:00 p.m.) and a property line standard of 50 dBA Leq nighttime standard (10:00 p.m. to 7:00 a.m.) at the residential property line.

Direct Noise Impacts

A noise analysis for the project was prepared by Ldn Consulting (June 2019) and later updated on February 19, 2020. To determine if direct off-site noise level increases associated with the development of the proposed project will create noise impacts, the noise levels for the existing conditions were compared with the noise level increase of existing plus the proposed project. Utilizing the project's traffic assessment (Source: LL&G Engineers, 2019), the noise levels for the roadways in the vicinity of the project site are shown Table 10-1 for the Existing plus Project Scenario. The below table is provided by the project's noise analysis.

Table 10-1
Existing Plus Project

Roadway	Segment	Noise Level @ 50-Feet (dBA CNEL)			Significant Impact
		No Project	With Project	Increase	
El Cerrito Road	I-15 NB Ramps and Ontario Ave	68.3	68.6	0.3	No
Temescal Canyon Road	El Cerrito Rd and Tom Barnes St	71.4	71.6	0.2	No
Tom Barnes	Tuscany St and Temescal Canyon Rd	66.1	67.4	1.3	No
Temescal Canyon Road	Tom Barnes Street and Cajalco Rd	70.5	70.8	0.3	No
Cajalco Road	I-15 NB Ramps and Temescal Canyon Rd	72.4	72.5	0.1	No

[1] Source: Project Traffic study prepared by LL&G Engineers, 2019

The values shown in the table do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in above table. The roadway segment noise levels will increase from 0.1 dBA CNEL to 1.3 dBA CNEL with the development of the proposed project. Therefore, the proposed project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

Cumulative Noise Impacts

To determine if cumulative off-site noise level increases associated with the development of the proposed project will create noise impacts, the noise levels for the cumulative conditions were compared with the noise level increase with the proposed project. Utilizing the project's traffic assessment, the noise levels for the roadways in the vicinity of the project site are shown in Table 10-2 for the Cumulative plus Project Scenario. The below table was provided by the project's noise analysis.

Table 10-2
Cumulative Plus Project

Roadway	Segment	Noise Level @ 50-Feet (dBA CNEL)			Significant Impact
		No Project	With Project	Increase	
El Cerrito Road	I-15 NB Ramps and Ontario Ave	68.3	69.4	1.1	No
Temescal Canyon Road	El Cerrito Rd and Tom Barnes St	71.4	72.2	0.8	No
Tom Barnes	Tuscany St and Temescal Canyon Rd	66.1	67.7	1.6	No
Temescal Canyon Road	Tom Barnes Street and Cajalco Rd	70.5	71.4	0.9	No
Cajalco Road	I-15 NB Ramps and Temescal Canyon Rd	72.4	73.6	1.3	No
[1] Source: Project Traffic study prepared by LL&G Engineers, 2019					

The values given do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in the above table. The roadway segment noise levels will increase from 0.8 dBA CNEL to 1.6 dBA CNEL with the development of the proposed project. Therefore, the proposed project's contributions to offsite roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

The project does not directly or cumulatively create a noise level increase of more than 3 dBA CNEL on any roadway segment. Therefore, the proposed project's direct contributions to offsite roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses. Therefore, this is a less than significant impact.

b & c

Operational Noise Levels

The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth Table 10-3. In example, residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard and a property line standard of 50 dBA Leq nighttime standard the residential property line.

Table 10-3
CMC Chapter 17.84 Noise Levels

STATIONARY NOISE SOURCE STANDARDS				
TYPE OF LAND USE	MAXIMUM ALLOWABLE NOISE LEVELS			
	Exterior Noise Level		Interior Noise Level	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	Not applicable	Not applicable
Industrial, Manufacturing or Agricultural	75 dBA	70 dBA	Not applicable	Not applicable

Source: Corona Municipal Code Chapter 17.84

The project site is designed for light industrial/business park uses and therefore may utilize noise-producing equipment including rooftop mechanical ventilation units and truck activities. The cumulative noise level from all equipment will vary at the property line depending on the location and orientation of the equipment, the amount of each type of equipment and the size of each type of equipment. It is important to note that the following projected noise levels assume the worst-case noise environment with the trucks and roof-top mounted mechanical ventilation all occurring at the same time. The reality is these noise levels will vary throughout the day. The mechanical ventilation may operate during nighttime hours and the delivery trucks may arrive during evening or morning hours.

Trucks

The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive receptor

(residential) from loading activities exists approximately 400 feet to the north and the buildings are oriented so that the truck bays do not directly face north. It is also worth noting that the northerly perimeter closest to the residential land uses will include a downward slope facing the project site. This slope will be landscaped with a variety of shrubs and trees which will help buffer sound beyond the project site. The trucks utilizing these parking spaces and loading docks consist of regular trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site).

A truck will take approximately 5 minutes to drive in the site and position itself into a parking or loading bay. Based on the fact that trucks are not allowed to idle for more than 5 minutes within the State of California, it's assumed that each trip would not exceed 5 minutes or 10 minutes per round trip. Conservatively, no reduction was taken for the reduced operational time for the trucks. The noise level reductions due to the buildings is anticipated to reduce noise by about 20 decibels due to the locations of the noise sources and the height of the buildings. To be conservative, based on the truck movements, only a 10 decibel reduction was accounted for in the reductions (Ldn Consulting February 2020). Therefore, truck activity is not expected to exceed the noise levels established by the CMC on the project site. The project is not proposing refrigerated space within the buildings therefore no transport refrigeration units were modeled in the analysis. Also a condition of approval was added to the project's PP2019-0001 application (Condition Planning 20) that prohibits the city from issuing a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry) [project site]. If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.

<u>Roof-top Mechanical Ventilation Units</u>

Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. Typically, mechanical equipment (HVAC) noise is 70-80 dBA at a distance of 3 feet from 3-ton to 10-ton units. The smaller buildings will have less units and smaller units. The larger buildings will have the larger sized units and number of units. Based on the site plans, the larger proposed buildings could have as many as ten (10) temperature control units (HVAC) located on the roof.

To determine the noise levels associated with the HVAC units on the northern buildings, the higher noise level of 80 dBA at 3 feet for each anticipated HVAC unit was utilized and as many as ten HVAC units would be in close proximity to each other and would operate at the same time. Based on the separation of each building and the separation of the HVAC units, cumulative noise levels from as many as ten HVAC units would be considered worst-case. To predict the worst-case future noise environment, continuous reference noise levels were used to represent the mechanical ventilation system. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition (Ldn Consulting February 2020).

HVAC units would be included on the roof of the proposed buildings and would be shielded by a mechanical screen and/or the roof parapet, which would further reduce the noise levels by 5 decibels or more (MM 10-3). The HVAC units would be spread out on the roof of the buildings with an average distance of 205 feet from Building 15 to the nearest residential property lines to the north and 225 feet from Building 14 and 290 feet from Building 2 (Figure 10-1).

Figure 10-1
Stationary Sources

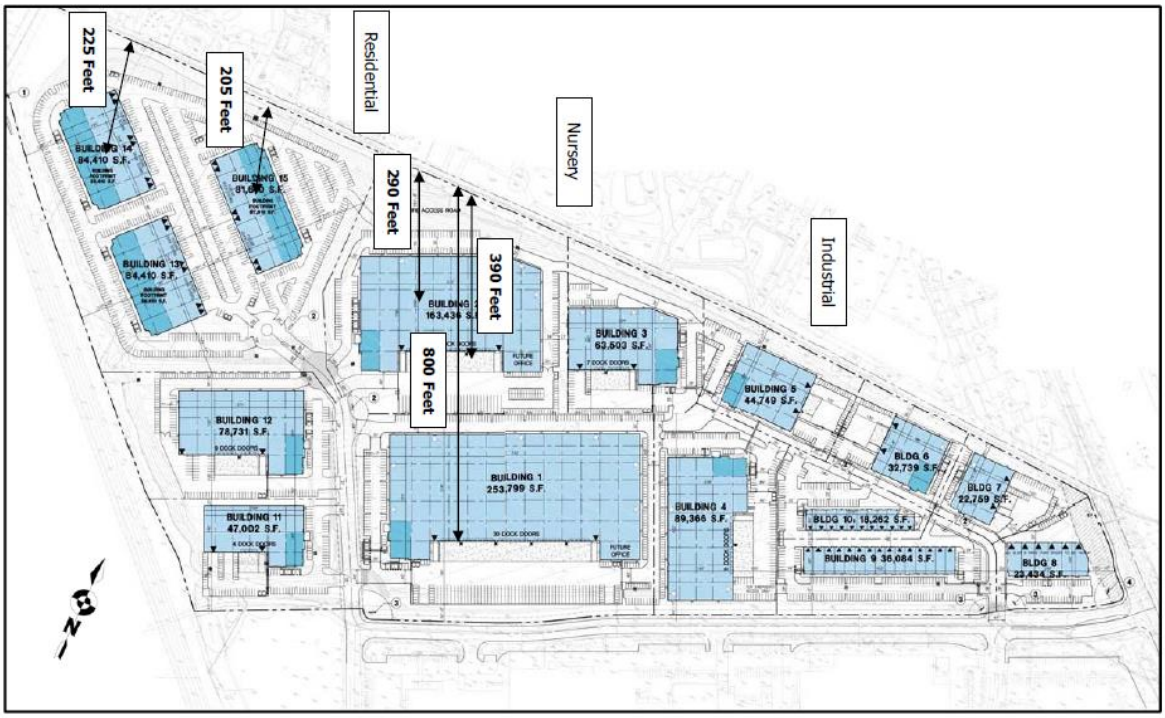


Table 10-4 shows the HVAC units will comply with the city's nighttime 50 dBA Leq noise standards at the shortest average distance of 205 feet and no mitigation or impacts are anticipated. Therefore, project stationary noise is considered a less than significant impact.

Table 10-4
HVAC Noise Levels

Noise Level @ 3 Feet (dBA)	Quantity	Cumulative Noise Level (dBA)	Average Distance to Property Line (Feet)	Noise Reduction due to distance (dBA)	Noise Reduction for Shielding (dBA)	Resultant Property Line Noise Level (dBA)
80	10	90.0	205	-36.7	-5	48.3

Also, Figures 13-2 and 13-3 under the Aesthetics discussion shows the landscaped edge condition that will occur along the project's north property line. The project site will on average be 47 feet lower than the residential properties to the north, however the westerly portion of the project site has the greatest grade difference and once graded will be approximately 65 feet lower than the residential properties to the north. The landscaped slope in this area will consist of 24-inch box trees along the north property line with a combination of 15-gallon trees planted within the slope. Therefore, the numerous trees planted along this slope will also buffer stationary noise from the project site.

d.

<u>Construction Noise Levels</u>
Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment includes haul trucks, water trucks, graders, dozers, loaders and scrapers can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at

50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor and reduced to 63 dBA at 200 feet from the source.

The Project site will be mass graded in one phase using the grading equipment identified in Table 10-5. The equipment is anticipated to be spread out over the entire site. However, some equipment may be operating at or near the property line while the rest of the equipment may be located over 800-feet from the same property line. This would result in an acoustical center for the grading operation at approximately 400-feet to the nearest property line.

Table 10-5
Construction Noise Levels

Construction Equipment	Quantity	Source Level @ 50-Feet (dBA)[1]	Duty Cycle (Hours/Day)	Cumulative Noise Level @ 50-Feet (dBA)
Scraper	4	8	75	81.0
Compactor	2	8	75	78.0
Water Truck	2	8	70	73.0
Motor Grader	2	8	73	76.0
Loader	2	8	72	75.0
Dozer	2	8	75	78.0
Cranes	2	8	78	81.0
			Cumulative Levels @ 50 Feet (dBA)	86.7

[1] Source: U.S. EPA 1971, U.S. DOT, 1995 and Empirical Data

Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City. The City of Corona Municipal Code, Section 17.84.040, limits construction activity to the hours of 7:00 a.m. to 8:00 p.m. from Monday to Saturday and from 10:00 a.m. to 6:00 p.m. on Sundays and federal holidays. However, to minimize noise impacts during construction, mitigation is recommended to reduce the impact to less than significant.

e.

The project site is not located within the Corona Municipal Airport influence zones. Therefore, the project will have no impact on the airport land use plan noise contours.

Mitigation Measures

MM 10-1
The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site.

MM 10-2
The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.

MM 10-3
Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.

11. PUBLIC SERVICES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection	☐	☐	☐	☒
b. Police protection	☐	☐	☐	☒
c. Schools	☐	☐	☐	☒

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

Discussion:

a, b, c, d & e

The project site is designated General Industrial on the General Plan Land Use Plan (2004). Growth and development anticipated from the project site was considered at the time of the 2004 General Plan Update. The project does not cause the construction of new public facilities associated with fire stations, police stations, schools or parks and recreation facilities. The existing public services provided by the city will serve the project site. Therefore, this is not considered an impact.

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

Discussion:

a & e.

The City of Corona Department of Water and Power operates three water reclamation treatment facilities with sufficient capacity to serve the proposed development of 1,074,785 square feet of industrial development. The project will currently be served by the Waste Water Reclamation Treatment Facility #3 that has a capacity to treat 1 million gallons of sewer flow per day. The facility currently treats an average of 700,000 gallons per day. The proposed project will generate 66,000 gallons of sewer flow per day which will result in the plant accepting a total sewer flow of 760,000 gallons per day which is less than the plants treatment capacity. Therefore, the project will not impact the existing treatment facility.

Additionally, the City of Corona Department of Water and Power is preparing to close the Waste Water Reclamation Facility 3

and is constructing a series of sewer lift stations and force mains that will convey the flow to the other treatment facilities in the City. These additional flows have been accounted for in the design of these new facilities and will not impact the city's in the future.

b.

The proposed project will not impact the City of Corona's Department of Water and Power existing water and sewer facilities. The existing facilities have been designed and constructed to account for the demand that the project will create. The development will be responsible to construct the onsite water and sewer facilities required to serve the development in accordance the City of Corona Department of Water and Power standards.

c.

As previously discussed under Section 4 (Hydrology & Water Quality) of this initial study, the project site accepts water flows from the north from a tributary area of approximately 18 acres. No tributary flows come from the freeway right-of-way nor from the rights-of-way on Tom Barns Street and Temescal Canyon Road. The project is designed to accept off-site runoff from the north which will bypass the project site through proposed underground storm drains that will accept flow from proposed on-site catch basin inlets that discharge into modular wetlands for treatment and then into underground retention boxes. The modular wetlands are placed next to the underground retention boxes which are strategically located in the parking lot serving the industrial building. The project is anticipated to have 14 retention boxes and modular wetlands spread across the project site. The overflows of these on-site retention boxes will discharge into a proposed underground storm drainage system that discharges into the public storm drain in Tom Barns Street. An existing box culvert running from Interstate 15 takes the water flow through Tom Barns Street and continues southeasterly across Temescal Canyon Road toward the Temescal Creek.

The hydrology study (LDDC, 2019) prepared for the project calculated storm water runoff using Corona rainfall data. Off-site runoff was assumed to be 40% impervious area for single family residential, the project site was assumed to be commercial using approximately 90% impervious area in most subareas and the graded slopes were assumed to have 80% impervious area. Based on the modeled formula used in the hydrology study, the volume of stormwater runoff generated by post development of the project site increases from the volume under existing conditions. However, the volume of retention provided by the proposed underground retention boxes is greater than the increase anticipated from stormwater runoff; therefore, the project will not increase the volume of stormwater discharge. Due to the design of on-site drainage system and the existing public storm drain systems constructed off-site, the project site is designed to properly accept water flow across the site and will not result increased flooding hazards on-site or in the surrounding area. Therefore, this is not an impact.

d.

Pursuant to CEQA Guidelines Section 15155, the project meets the criteria as a water demand project and therefore requires the preparation of a water supply analysis. An industrial project is defined as a water demand project if: a) the project would house more than 1,000 persons, b) occupy more than 40 acres, or c) have more than 650,000 square feet in floor area. Based on the project's site plan, the project site is approximately 75 acres and will have 1,074,771 square feet of building area.

A water supply assessment (WSA) was prepared by Harris and Associates (July 2019) for the project. Reference documents used to prepare the WSA are cited throughout the document. In the interest of concision, references are made to these documents, but the documents and associated content are not reproduced herein. For additional insight into the bases of the citations, the reader is encouraged to acquire and review the references.

The documents referenced in the WSA are follows:

2015 Urban Water Management Plan (UWMP)
City of Corona 2015 Urban Water Management Plan, Volume 1 – Report (July 2016)
https://www.coronaca.gov/home/showdocument?id=4318

City of Corona 2015 Urban Water Management Plan, Volume 2 – Appendices (July 2016)
https://www.coronaca.gov/home/showdocument?id=4316

Corona General Plan 2004
El Cerrito Specific Plan (April 1992, Amended June 2011)
Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001
City of Corona Water Master Plan (September 2005)
City of Corona 2018 Reclaimed Water Master Plan

This report was prepared in compliance with the California Water Code and the Urban Water Management Planning Act as set forth in the 2015 Urban Water Management Plans Guidebook for Urban Water Suppliers established by the Department of

Water Resources (DWR). It provides a review of water supply reliability for existing (2015) and future (through 2040) conditions with the City's Water Service Area as well as water conservation, energy use and contingency planning. Volume 1 includes analysis and Volume 2 include supporting documentation.

The UWMP is intended as a source of information for the preparation of Water Supply Assessments in accordance with SB 610. All topics related to existing and projected water supply and demand for the City are covered in detail and were thoroughly vetted by City staff prior to adoption by the City Council in 2016.

As a convention, applicable excerpts are taken directly from the UWMP. These excerpts are in units of acre-feet per year (AFY).

The WSA analysis is based on the *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001* (Guidebook). The Guidebook provides a methodology to determine whether supply is sufficient to meet demand under normal year, single dry year and multiple dry conditions for the next 20 years. Existing and projected supply and demand were taken from the *City of Corona 2015 Urban Water Management Plan* (UWMP). Calculation and projection of the incremental increase in demand associated with the Project were based on a number of factors, including:

- Project phasing
- Consistency with similar existing Light Industrial customers adjacent to California Avenue between Rimpau Avenue and Ontario Avenue
- Water use reduction to account for installation of efficient fixtures per the Building Code
- Water use reduction to account for changing economic conditions in the future
- Variation in irrigation demand due to meteorological conditions
- Use of reclaimed water for irrigation and dual plumbing

Based on the factors listed above, demand varies from 83 acre-feet per year (AFY) [Phase 1 only under normal conditions in 2020] to 144 AFY [Phase 1 and Phase 2 in the third year of a multi-year drought in 2025].

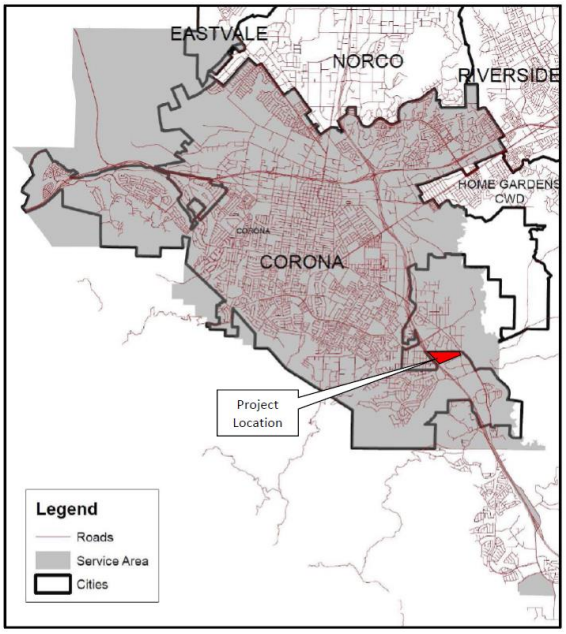
The WSA evaluated supply based on the project phasing shown in Table 12-1. It needs to be noted that the time the WSA was prepared the project proposed 1,124,294 square feet. The proposed project has since been revised and the total building square footage is 1,074,771 square feet. The change is square footage is less than originally studied. Therefore, the revised in the project does not negatively impact the WSA prepared in July 2019.

Table 12-1
Project Phases

Phase	Area (acres)	Floor Space (square feet)	Estimated Landscaping (square feet)	Estimated Slope Control (square feet)
Phase 1	45.58	748,131	402,059	21,780
Phase 2	28.00	376,163	449,975	0
Total	73.58	1,124,294	852,034	21,780

The project site is lcoated within the city's water service area. The area is shown in Figure 12-1.

Figure 12-1
Corona Water Service Area



[UWMP, page 3-2]

The City's UWMP (page 6-28) shows the City's existing and projected water supply. This information is provided in Table 12-2.

Table 12-2
City's Existing and Projected Water Supply

Year	2015	2020	2025	2030	2035	2040
Imported Water	12,692	28,365	28,365	28,365	28,365	28,365
Coldwater Basin	2,154	2,596	2,596	2,596	2,596	2,596
Temescal Basin	16,131	15,435	15,435	15,435	15,435	15,435
Reclaimed Water	6,519	10,000	10,000	10,000	10,000	10,000
Total	37,496	56,396	56,396	56,396	56,396	56,396

[UWMP, page 6-28]

This WSA relies entirely on existing supplies. The city's water supply portfolio includes imported water, groundwater from the Temescal and Coldwater Basins, and reclaimed water. The city has flexibility and discretion in the way it manages its supply portfolio. The WSA prepared for the project considered total supply the sum of imported water, groundwater and reclaimed water resources, but does not consider these sources individually. It is the city's responsibility to balance water supply and demand with the resources at its disposal.

Wholesale Water Supplies

The city is a member agency of the Western Municipal Water District (WMWD). WMWD is a local water wholesaler. Per the UWMP, the city received 12,692 acre-feet of imported water from WMWD in 2015. Historical and projected wholesale supply availability from WMWD is provided in Table 12-3.

Table 12-3
Wholesale Water Supply Availability

Year	2015	2020	2025	2030	2035	2040
Imported Water (AFY)	12,692	28,365	28,365	28,365	28,365	28,365

[UWMP, page 6-3]

Groundwater Supplies

The city pumps groundwater from two local aquifers: the Coldwater Basin and the Temescal Basin. Historical and projected production from these basins are shown in Table 12-4.

Table 12-4
Summary of Groundwater Supply

Year	2015	2020	2025	2030	2035	2040
Coldwater Basin (AFY)	2,154	2,596	2,596	2,596	2,596	2,596
Temescal Basin (AFY)	16,131	22,800	22,800	22,800	22,800	22,800

[UWMP, page 6-13]

Projected Water Demand

The water demand for the project was not explicitly accounted for in the 2015 UWMP. The UWMP only considered future demands associated with population growth and minor infill projects. For this reason, the WSA calculated water demand for the project independently. The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years. The water demand for the project was then calculated accordingly.

The City considers both potable water and reclaimed water as elements of its water supply portfolio in the UWMP. For this reason, both are calculated and considered as water demand for the project. The WSA reviewed supply sufficiency only, and did not include site-specific determination of the feasibility of using reclaimed water. As a non-potable source, the feasibility of implementing reclaimed water use is subject to a determination by the City Engineer. The WSA provided calculations for reclaimed water use by the project for landscape irrigation and dual-plumbing as guidance to the City Engineer on application of recommendations in the RWMP. The calculations were for planning purposes only and do not constitute an obligation by the City or the developer to implement reclaimed water use or to what degree reclaimed water use will be implemented.

Total water demand for the project was calculated and separated into potable water demand and reclaimed water demand by the following method:

- Recent city water use records for Light Industrial land use were used to develop an area-based demand factor in terms of total water demand per acre.
- The demand factor was applied to the area of the project to determine the gross water demand.
- Reclaimed water demand for irrigation and dual plumbing was calculated per guidance in the Reclaimed Water Master Plan. Reclaimed water demand for irrigation was increased under single dry year and multiple dry year conditions proportional to increases documented in the UWMP.
- Gross potable water demand is the gross water demand reduced by the reclaimed water demand.
- Potable water demand is the gross potable water demand reduced to account for installation of efficient plumbing fixture per the Building Code and reduced to account for the impact of wholesaler inflation on price elasticity.
- Total demand for the project is the sum of the potable water demand and the reclaimed water demand.

Water use records from January 2016 through December 2018 for 53 light industrial parcels in the vicinity of California Avenue between Rimpau Avenue and Ontario Avenue were analyzed to determine the average water use per acre. The total existing light industrial area was calculated at 107.26 acres and the associated annual water demand was calculated at 181.25 acre-feet per year (AFY). This is equivalent to a factor of 1.69 AFY per acre (Harris and Associates 2019).

For comparison purposes, the WSA noted that the Water Master Plan (page 6-9) provides a Water Unit Flow Factor for light industrial land use of 1,400 gallons per day per acre, which is equivalent to 1.57 AFY per acre. To be conservative, the demand factor of 1.69 AFY per acre based on recent city records will govern for this assessment.

Applying the demand factor to the Project area results in a total water demand of 124.33 AFY (Table 12-5).

Table 12-5
Total Demand Factor for Project

Phase	Area (acres)	Demand Factor (AFY/acre)	Demand (AFY)
Phase 1	45.58	1.69	77.02
Phase 2	28.00	1.69	47.31
Total	73.58		124.33

Per Ordinance 2854, reclaimed water will be used to meet irrigation and toilet flushing (i.e. dual plumbing) demands for the project. Calculations for reclaimed water were done based on project phasing for Phase 1 and Phase 2. Potable water demand was estimated as the total water demand minus the reclaimed water demand. Per the UWMP (page 7-7), potable water demand for new construction is reduced by 5% to account for efficient plumbing fixtures. Per the UWMP (page 4-5), future potable water demand is reduced to account for the impact of wholesaler inflation on price elasticity.

Based on the calculations and methodology used in the project's WSA (Harris and Associates 2019), the total water demand projecting into Year 2040 are provided in the following tables.

Table 12-6
Total Project Demand in Year 2020

Demand in 2020	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	36.88	43.66	46.37	46.03	48.06	47.39
Potable Water Demand	37.67	37.67	37.67	37.67	37.67	37.67
Total Water Demand	74.55	81.33	84.04	83.70	85.73	85.06

Year 2020 assumed Phase 1 of the project was constructed within five years.

Table 12-7
Total Project Demand Year 2025

Demand in 2025	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	45.12	45.12	45.12	45.12	45.12	45.12
Total Water Demand	120.64	134.85	140.53	139.82	144.08	142.66

Year 2025 assumes Phase 1 and Phase 2 of the project are constructed within 10 years.

Table 12-8
Total Project Demand Year 2030

Demand in 2030	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	44.42	44.42	44.42	44.42	44.42	44.42
Total Water Demand	119.94	134.15	139.83	139.12	143.38	141.96

Year 2030 assumes project construction is complete.

Table 12-9
Total Project Demand for Year 2035

Demand in 2035	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	43.73	43.73	43.73	43.73	43.73	43.73
Total Water Demand	119.25	133.46	139.14	138.43	142.69	141.27

Table 12-10
Total Project Demand for Year 2040

Demand in 2040	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	43.03	43.03	43.03	43.03	43.03	43.03
Total Water Demand	118.55	132.76	138.44	137.73	141.99	140.57

The WSA also reviewed single and multiple years dry weather supply to also determine water supply sufficiency for the project. Total supply sufficiency based on the project's water demand are shown in the below tables.

Table 12-11
Summary of Supply Suffciency 2020 through 2040

Supply Sufficiency in 2020

Supply Sufficiency in 2020	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,533	47,616	50,463	50,132	52,680	51,932
Project Demand	75	81	84	84	86	85
Surplus Supply	16,788	8,699	5,849	6,180	3,630	4,379

Supply Sufficiency in 2025

Supply Sufficiency in 2025	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,514	47,486	51,171	50,835	53,425	52,664
Project Demand	121	135	141	140	144	143
Surplus Supply	16,761	8,775	5,084	5,421	2,827	3,589

Supply Sufficiency in 2030

Supply Sufficiency in 2030	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,555	47,523	51,986	51,641	54,274	53,502
Project Demand	120	134	140	139	143	142
Surplus Supply	16,721	8,739	4,270	4,616	1,979	2,752

Supply Sufficiency in 2035

Supply Sufficiency in 2035	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,634	47,609	52,871	52,523	55,203	54,417
Project Demand	119	133	139	138	143	141
Surplus Supply	16,643	8,654	3,386	3,735	1,050	1,838

Supply Sufficiency in 2040

Supply Sufficiency in 2040	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,636	47,699	53,681	53,328	56,051	53,681
Project Demand	119	133	138	138	142	141
Surplus Supply	16,641	8,564	2,577	2,930	203	2,574

Under all supply sufficiency tests, there is surplus supply when the demand of the project is added to projected system demand. Based on the findings provided in the WSA, there is sufficient supply under normal year, single dry year and multiple dry year conditions through 2040. Therefore, the project will not impact the availability of water supply resources.

e & f

In 1989, the State Legislature passed Assembly Bill 939, the original landmark bill that required recycling, source reduction, and waste diversion. Since then, the state has required jurisdictions to increase diversion of solid waste from the landfills from 25 to 75 percent. The City of Corona has adopted comprehensive integrated waste management programs to meet state mandates. Corona's waste management efforts include waste prevention (or "source reduction"), recycling and composting, and combustion or disposal of waste into landfills. Corona's waste management efforts center around the following programs: mandatory recycling for residential, commercial and multifamily uses; household hazardous waste and electronic waste program; organics, mulch, compost, and tree recycling; bulky item pickup; waste oil/filter program; and construction and demolition recycling.

Assembly Bill 341 came into effect in 2012, requiring mandatory commercial and public agency waste recycling and establishing a statewide 75 percent waste diversion goal by 2020. In 2016 businesses and multifamily buildings with five or more units were impacted by Assembly Bill 1826, which requires the mandatory recycling of organic waste. The project will be designed to provide trash enclosure spaces designed to accommodate waste bins associated with the state's and city recycling program. Therefore, the project will comply with solid waste regulations and this is not an impact.

The city's waste hauler is Waste Management which transports all solid waste from the City and the sphere of influence areas to the El Sobrante landfill, located east of the City in the unincorporated county. Opened in 1986, the El Sobrante Landfill is a Class III landfill that accepts municipal solid waste.

13 AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	☐	☐	☐	☒
b. Degrade visual character of site & surroundings	☐	☐	☐	☒
c. Light or glare	☐	☐	☐	☒

d. Scenic resources (forest land, historic buildings within state scenic highway	☐	☐	☐	☒

Discussion:

a & d.

Per Figure 4.4-2 (Scenic Highways) of the city's 2004 General Plan, the project site is not located along local scenic vista or highway. The westerly property line of the project site is adjacent to Interstate 15 and visible from highway. I-15 in this area is not designated as a state scenic highway. Therefore, the project will not have an impact on local or state designated scenic vistas or highway.

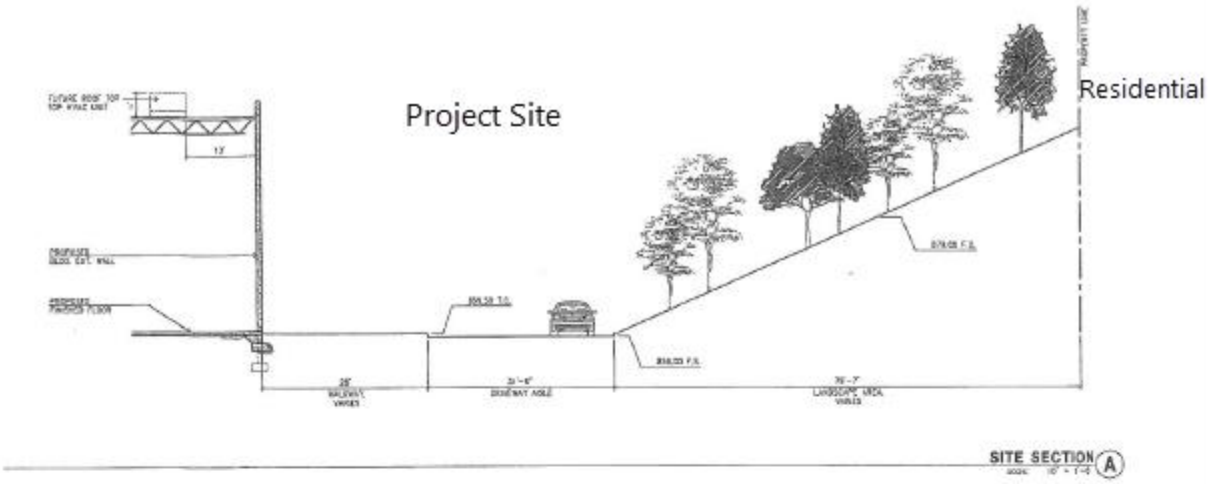
b.

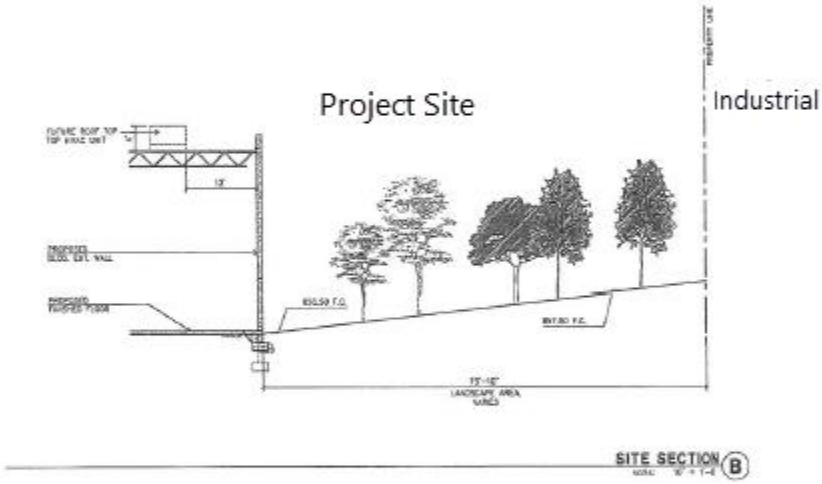
The project site was once used for the mining of sand. The mining operation ceased in 1997 and the site has since been reclaimed. The on-site reclamation efforts included the fill of on-site quarry pits and the mass grading of dirt across the entire site. The property is currently in an undeveloped condition and is covered with annual grasses and weed throughout the year. The project will improve the on-site condition of the property with new industrial buildings, paved parking, and landscaping. The project is also designed pursuant to the development standards of the Light Industrial zone governed by the El Cerrito Specific Plan and additional standards imposed by the Corona Municipal Code regulating building setbacks, landscaping, parking, building heights, and building architecture. The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area.

c.

Although development of the site will introduce new lighting sources mostly associated with parking lot lighting and building lighting, the on-site light sources will not project glare beyond the project site. All parking lot lights are designed with a hooded standard that will direct light downward. The same situation will also exist on buildings. Exterior building lights will be from building mounted fixtures that will direct light downward. Additionally, the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower) and will have an extensive landscape buffer on the manufactured slope created as a result of the grade difference. Cross sections along the perimeters near the residential properties are shown in Figure 13-1. The conceptual landscape plan along the north perimeter is shown in Figure 13-2 and 13-3. Based on the on-site design of the project, light and glare is not an impact.

Figure 13-1
Cross Sections (Northerly Perimeter)





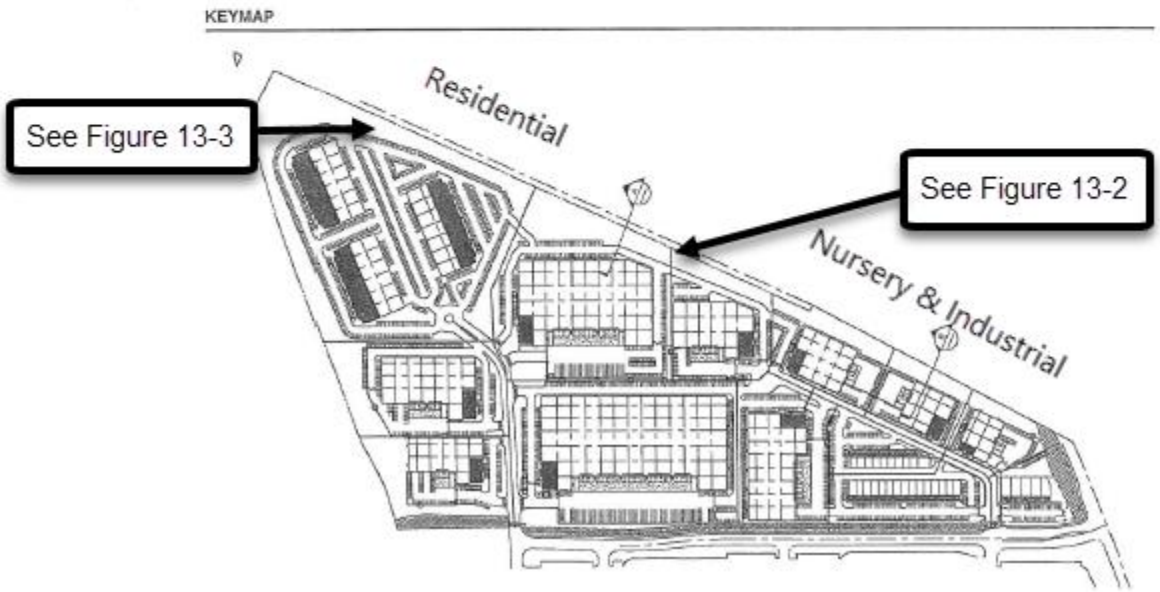


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Figure 13-2
Conceptual Landscape (Northerly Perimeter)

Figure 13-3
Conceptual Landscape (Northerly Perimeter)

14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	☐	☐	☐	☒
b. Archaeological resource	☐	☐	☐	☒
c. Paleontological resource or unique geologic feature	☐	☐	☐	☒
d. Disturb human remains	☐	☐	☐	☒

Discussion:

183

a, b, c, d

Because the previous use of the project site was a sand mine and involved mining to depths of 30 feet and 40 feet below

surface levels, cultural, archeological and paleontological resources are highly unlikely to occur on the project site. Also, the on-site remediation that took place after the mining was discontinued included mass grading across the project site. This activity resulted in the further disturbance as sediments were bulldozed in attempt to level some of the project site and return it to a more natural appearance. The previous mining operation also extended on to the adjacent 113 acres to the south which is now developed as a commercial shopping center. At the time of development of the adjacent property, no cultural resources were discovered in the area. Therefore, the project will not have an impact on cultural resources.

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	☐	☐	☐	☒
b. Conversion of farmland to nonagricultural use	☐	☐	☐	☒

Discussion:

a & b.

The project site is designated on the General Plan as Light Industry and has a zoning of Light Industrial per the El Cerrito Specific Plan. The project site was also greatly disturbed by previous mining operations under Surface Mine Permit 109 issued by the County of Riverside. The site is not restricted by a Williamson Act contract. Therefore, the project will not impact agricultural resources.

16. GREENHOUSE GAS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gases	☐	☐	☐	☒
b. Conflict with a plan, policy or regulation	☐	☐	☐	☒

Discussion:

a & b

Greenhouse Gas (GHG) emissions from daily operations would include sources such as area, energy, mobile, waste and water uses. Area sources include usage of consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment. Finally, the project would also generate air quality emissions and GHG through the use of carbon fuel burning vehicles for transportation.

A GHG Emissions Assessment was prepared by Ldn Consulting (June 2019) and later updated on February 19, 2020 for the project site. GHG impacts related to project construction and daily operations were calculated using the latest CalEEMod 2016.3.2 air quality and GHG model, which was developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017. The City of Corona recognizes the CalEEMod Version 2016.3.2 as an acceptable model for projects of this nature.

The City of Corona guidelines for determining significance for GHGs under CEQA are identified in the CEQA Thresholds and Corona Climate Action Plan (CAP) Screening Tables prepared for the City of Corona by ATKINS in 2012. The CEQA thresholds give initial guidance for determining significance and also offer methodologies for screening out proposed land use developments. The document recommends completing a screening checklist or direct calculations for larger projects. The City

has also indicated that small projects could alternatively demonstrate that the emissions for the development would not exceed a 3,000 MT for residential and mixed-use projects and up to 10,000 MT for industrial projects per SCAQMD GHG screening thresholds (SCAQMD, 2008). Should emissions exceed these thresholds, projects would be required to demonstrate compliance with the City's CAP Screening Checklist where a project would need to achieve 100 points in order to not exceed GHG thresholds.

Project Related Construction Emissions

Table 16-1 shows the anticipated construction schedule for the project, which is proposed to be developed in two phases (Ldn Consulting February 2020).

Table 16-1
Project Construction Schedule

Equipment Identification	Proposed Start	Proposed Completion	Quantity
Site Preparation	01/01/2020	01/14/2020	
Rubber Tired Dozers			3
Tractors/Loaders/Backhoes			4
Grading	01/15/2020	02/25/2020	
Excavators			2
Graders			1
Rubber Tired Dozers			1
Scrapers			2
Tractors/Loaders/Backhoes			2
Paving	02/26/2020	03/24/2020	
Pavers			2
Paving Equipment			2
Rollers			2
Building Construction	03/25/2020	05/18/2021	
Cranes			1
Forklifts			3
Generator Sets			1
Tractors/Loaders/Backhoes			3
Welders			1
Architectural Coating	08/12/2020	05/18/2021	
Air Compressors			1
This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.			

The CalEEMod 2016.3.2 model was utilized to determine annual CO2 emissions for the proposed construction years. The construction emissions as calculated in CalEEMod are reported in Metric Tons and are shown in Table 16-2. It should be noted that GHGs are analyzed on a Metric Ton per year (MT/year) which is why annual emissions are estimated. Based upon the findings for the proposed industrial project, construction activities would not be expected to exceed the 10,000 MT industrial threshold any given construction year. Therefore, the construction emissions would be considered less than significant.

Table 16-2
Expected Annual Construction CO2 Emissions Summary - MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
2020	0.00	2,080.34	2,080.34	0.18	0.00	2,084.74
2021	0.00	1,973.37	1,973.37	0.13	0.00	1,976.68
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above. CalEEMod annual output is attached to this letter.						

Project Related Operational Emissions

Emissions generated from area, energy, mobile, solid waste and water uses is also calculated within CalEEMod. The program is largely based on default settings which are automatically populated throughout the model based on the imputed land use. Statewide averages for utility emissions were utilized for the calculations throughout the model. The calculated operational emissions are identified in Table 16-3 (Ldn Consulting February 2020). The GHG model includes the project's estimated no 185 passenger car equivalent vehicular trips (3,167 daily trips) which were broken down within the project's traffic study (LL&G Engineers, November 2019). Additionally, the model was updated to reflect the estimated weekday Vehicle Miles Traveled

(VMT) expected by the project (PEER, 2019) with a yearly estimate of 10,802,025 VMT which would be expected based on the 3,167 trips identified the Supplemental Traffic study.

Table 16-3
Expected Operational Emissions Summary - MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0.00	0.08	0.08	0.00	0.00	0.09
Energy	0.00	1,930.08	1,930.08	0.06	0.02	1,938.97
Mobile	0.00	4,755.94	4,755.94	0.23	0.00	4,761.64
Waste	178.45	0.00	178.45	10.55	0.00	442.11
Water	78.85	787.29	866.14	8.13	0.20	1,128.59
Total Operations	**257.30**	**7,473.40**	**7,730.70**	**18.97**	**0.22**	**8,271.40**

Expected Construction emissions are based upon CalEEMod 2016.3.2 modeling assumptions for equipment and durations listed in Table 1 above.
CalEEMod annual output is attached to this letter.
Data is presented in decimal format and may have rounding errors.

Based upon the operations emissions as calculated by CalEEMod, the operational annual emissions were found to be less than the general 10,000 MT screening threshold for industrial projects and would therefore comply with the City's GHG policies under the CAP without mitigation. Based on this, the project would not be required to implement GHG design features beyond those required by local state and City regulations. Based on this, the project would be considered less than significant for GHG emissions.

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

Discussion:

a & b.

A negative cultural resources assessment was prepared for the project site by LSA Associates in June 2008. Ethnographically, the project site is within the Gabrielino territory. The northernmost territory of the Luiseno also just reaches the project area. The assessment determined that no Gabrielino or Luiseno villages are located near the project area. Also, due to the historic use of the property as a sand mine, which involved the excavation of earthen materials to depths 30 feet and 40 feet below surface level, it is not likely that tribal resources exist on the site today in its current condition.

AB 52 requires local agencies to notify and consultant with tribes about development projects. The purpose of AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. In February 2019, the city contacted the following Native American Tribes regarding the proposed project and consultation under AB 52:

- Soboba Band of Luiseno Indians
- Pechanga Band of Luiseno
- Gabrieleno/Tongva San Gabriel Band of Mission Indians

- Gabrieleno Band of Mission Indians – Kizh Nation
- Torres Martinez Desert Cahuilla Indians
- Santa Rosa Band of Cahuilla Mission Indians
- Rincon Band of Luiseno Indians

The city was contacted by the Rincon Band of Luiseno Indians on March 18, 2019, the Pechanga Band of Luiseno on March 20, 2019, and the Soboba Band of Luiseno Indians on March 27, 2019, requesting consultation. The city completed tribal consultation with the Rincon Band of Luiseno Indians on September 3, 2019. The Rincon Band of Luiseno Indians concluded there was an unlikelihood that cultural resources exist on the property due to the previous mining operation and grading that has occurred on the project site. The tribe had no additional concerns and did not request any mitigation measures relating to cultural resources. The city contacted the other two tribes on two separate occasions requesting consultation but a response from either tribe was never received. On September 20, 2019, the city contacted Pechanga Band of Luiseno and Soboba Band of Luiseno Indians for a third time and provided a deadline for consultation by September 27, 2019. The city received no responses from either tribe and concluded consultation on September 27, 2019.

The city did receive a letter from Pechanga Band of Luiseno dated November 14, 2019. The letter commented on some of the citations made in the report regarding the tribe's history. No comments were made regarding potential impacts to tribal/cultural resources. The tribe however did reserve the right to comment on the city's environmental analysis when it comes available.

Based on the previous use of the property and the mass grading activity that has occurred across the project site and the lack of physical resources, the project will not have an impact on 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	☐	☐	☐	☒
b. Cumulatively considerable impacts	☐	☒	☐	☐
c. Substantial adverse effects on humans	☐	☐	☒	☐
d. Short-term vs. long-term goals	☐	☐	☒	☐

Discussion:

A. No impact.

The project is not anticipated to impact threatened or endangered species or habitat. As discussed under Section 7 of this initial study, Biological Resources, the area along Joseph Canyon Wash supports riparian woodland communities, but this area is not being affected by the proposed development and has been set aside as a mitigation site. The plant species observed on the project site were nonnative or invasive weedy species over the majority of the area and native plant species are limited largely to the Joseph Canyon Wash Conservation Easement and the slopes adjacent to I-15, which were part of ongoing revegetation activities associated with environmental compliance for the Crossings Project. Therefore, the project does not impact biological resources that are threatened or endangered.

B. Potentially Significant Unless Mitigation Incorporated.

None of the issue areas analyzed in the initial study resulted in impacts that would be considered significant after mitigation. Traffic from the project would not contribute to significant impacts on the city's circulation system, the emission thresholds related to air quality and greenhouse gases are not being exceed by the project construction and operation, the water quali management being established on-site prevents ground water contamination and the water supply assessment determined there is sufficient water supply under normal year, single dry year and multiple dry year conditions through 2040. Therefore, these impacts are less than significant and therefore not cumulatively considerable.

CEQA Guidelines § 15064(h)(3) states a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program (*example: water quality control plan, air quality plan, integrated waste management plan*) which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. The project's construction and operational emissions would not exceed the applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. The project would be required to comply with SCAQMD's Rule 403 for fugitive dust control during construction as well as all other adopted AQMP emissions control measures. Therefore, the project's contribution to cumulative impacts would be less than significant.

C. Less than significant.

The project would not have a substantial adverse effect on human beings, either directly or indirectly. The initial study did not identify significant impacts related to air quality and greenhouse gases as the project will operate within the thresholds adopted by the State's air resources board.

D. Less Than Significant.

Noise from the project during construction and operation adheres to the city's performance standards regulated by the Corona Municipal Code and air quality and greenhouse gas emissions are within the thresholds established by the State's air resources board. Adherence to these standards throughout the operation of the project would keep these impacts at less than significant.

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

Discussion:

a, b, c, & d

The project site is not located within a high fire hazard severity zone (https://koordinates.com/layer/96850-riverside-county-ca-fire-hazard-severity-zones/). Therefore, development of the project site will not exacerbate wildfire risks. The project site is also not adjacent to other properties that are within a high fire hazard severity zone. The properties to the south and east have also been developed for commercial purposes and developed to commercial standards that include paved concrete surfaces, paved access and commercial buildings. The proposed industrial buildings will also be constructed in accordance with the California Building Standards Code and California Fire Code which will require adequate fire suppression measures and adequate water pressure for fire hydrants serving the project.

Paved roadway access will also be provided to the project from two public streets, Temescal Canyon Road and Tom Barns Road, including additional access from Cajalco Road via Grand Oaks from the adjacent shopping center. The project's on-site

design also provides two points of vehicular access from Tom Barns Road.

Therefore, based on the project's location, there is no impact or threat of wildfire.

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

Discussion:

a.

An energy efficiency analysis for project construction and operations was prepared by Ldn Consulting (July 2019) as it relates to nonrenewable fuel sources including electrical, natural gas, diesel and gasoline. The analysis was prepared according to requirements established within Public Resource Code (PRC) Section 21100(b)(3) and California Environmental Quality Act (CEQA) Guidelines Section 15126.4.

Project Construction

Energy usage for construction equipment is best estimated using total horsepower hours and an assumed thermal efficiency of 30%. The most common measure of the energy efficiency of a tractor is referred to here as "specific volumetric fuel consumption" (SVFC), which is given in units of gallons per horsepower-hour (gal/hp-h). SVFC for diesel engines typically ranges from 0.0476 to 0.1110 gal/hp-h. Inverting these numbers yields a range of between 12-21 hp-h/gal. Over the last 30 years, fuel efficiency at maximum power has increased from roughly 14.5 to 16.5 hp-h/gal (Ldn Consulting 2019). Project construction dates were estimated based on an estimated construction kickoff starting in July 2019 and completing the project sometime in 2020. Based on the equipment, quantity, work time, Horsepower (HP), the project would require a total of 1,242,791.20 hp-h. This is shown in Table 20-1 below. Based on this, the project would consume roughly 75,321 gallons of diesel for construction. It should be noted that fuel consumption would go up if diesel construction equipment is poorly maintained. Based on this, the project shall properly maintain all equipment per manufacture recommendations.

Construction emissions from vendors and hauling are based on the estimated vehicle miles traveled (VMT) for the total construction duration which is 2,431,536 miles total. In California, the average fuel intensity for on-road vehicles is 0.0615 gal/mile (Ldn Consulting 2019). Based on this, the vehicular trips would consume roughly 149,539.5 gallons total during construction.

On-road vehicles are regulated by state and federal regulations and vehicular fleet efficiencies are getting better each year. Additionally, all construction equipment shall be maintained as needed per manufactures recommendations. Based on this, the short-term energy demand during construction of the project would not result in a wasteful or inefficient use of energy.

Table 20-1
Expected Project Construction Equipment

Equipment Identification	Construction Days	Hours per day	HP	Load Factor	Quantity	Horsepower Hours
Site Preparation	10					
Rubber Tired Dozers		8	247	0.4	3	23,712.00
Tractors/Loaders/Backhoes		8	97	0.37	4	11,484.80
Grading	30					
Excavators		8	158	0.38	2	28,819.20
Graders		8	187	0.41	1	18,400.80
Rubber Tired Dozers		8	247	0.4	1	23,712.00
Scrapers		8	367	0.48	2	84,556.80
Tractors/Loaders/Backhoes		8	97	0.37	2	17,227.20
Paving	20					
Pavers		8	130	0.42	2	17,472.00
Paving Equipment		8	132	0.36	2	15,206.40
Rollers		8	80	0.38	2	9,728.00
Building Construction	400					
Cranes		7	231	0.29	1	187,572.00
Forklifts		8	89	0.2	3	170,880.00
Generator Sets		8	84	0.74	1	198,912.00
Tractors/Loaders/Backhoes		7	97	0.37	3	301,476.00
Welders		8	46	0.45	1	66,240.00
Architectural Coating	300					
Air Compressors		6	78	0.48	1	67,392.00
Total Horsepower Hours						1,242,791.20
Total Diesel Fuel (Gal) @ 16.5 hp-h/gal						75,321
Construction Lists identified within **CalEEMod Attachment A** to this report which was used for the project GHG analysis						

<u>Project Operations</u>
Energy – Utility Demand

The State of California has implemented a number of energy reducing policies largely geared to reducing greenhouse gasses (GHGs). The most notable is Assembly Bill (AB) 32 which was signed in 2006. Since then, the state has implemented two scoping plan updates which are geared to reduce GHG emissions by reducing energy consumption, increasing energy efficiency and increasing the usage of renewable sources. The state has also taken a strong step in increasing building efficiencies under Title 24, par 6 of California's Code of Regulations. Additionally, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards are updated every three years as part of the California Building Standards triannual update. The mandatory standards required per the CAL Green code include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- 65 percent of construction waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

Furthermore, the state has adopted a number of regulations which force utility electrical utility providers to increase renewable portfolios or procurement. Although not described in detail for this initial study, the following regulations include SB 1078 (Renewable Portfolio Standards), SB X1 2, SB 350 and SB 100 (expanded and accelerated Renewable Portfolio Standards

Energy – Vehicular Usage
The proposed project was analyzed using the trip generation rates for the land uses in the initial traffic impact analysis prepared by LL&G Engineers (September 2019). The project trip generation rate in the study showed roughly 4,127 average daily trips. The trips estimate also include the conversion of truck related trips to passenger car equivalent. The project's building square footage was later revised and reduced by 49,523 square feet (from 1,124,294 square feet to 1,074,771 square feet). Therefore, the project's energy analysis was done using a more conservative analysis.

The project is within walking distance the Corona Cruiser Red Line (City of Corona - Corona Cruiser, 2019). The ease of access to this resource would result in reduced vehicle miles traveled, reducing gasoline use, and inhibiting wasteful, inefficient, or unnecessary use of energy. Furthermore, the project site is directly across the street and within walking distance to a regional shopping center that provides retail services and eating establishments. These close commercial amenities also helps to reduce the project's vehicle trips throughout the day by employees. Finally, the use of energy efficiency (zero-emission) vehicles has increased over the years due to state mandated policies geared to reduce GHG emissions.

New construction projects are required to comply with the California Green Building Standards Code (2019). In this case, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. Based on this table, the project would be required to provide EV charging stations at six percent of the total number of actual parking spaces. The project proposes to have 2,249 parking spaces, which means 135 EV charging stations are required on the project site. Compliance with the California Green Building Standards Code is checked by city staff during the plan check process and prior to the issuance of a building permit.

Therefore, the long-term energy demand during operations of the project would not result in a wasteful or inefficient use of energy. As renewable portfolios increase and as electric vehicle operations become more standardized, energy consumptions will decrease. Given this, the project would not result in a wasteful or inefficient use of energy and is a less than significant impact.

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. 2004. *Corona General Plan Update 2004 and General Plan Update EIR*.
2. ECORP Consulting, Inc. March 2020. *Biological Technical Report and MSHCP Consistency Analysis - Revised, Latitude Business Park Development.*
3. Harris and Associates, Inc. July 2019. *Water Supply Assessment for the Latitude Business Park.*
4. Land Development Design Company, LLC. December 2019. *Preliminary Water Quality Management Plan for Latitude Business Park.*
5. Land Development Design Company, LLC. December 2019. *Hydrology Study for Latitude Business Park.*
6. Ldn Consulting, Inc. July 2019. *Energy Use and Conservation, Latitude Business Park Development.*
7. Ldn Consulting, Inc. June 2019. *Latitude Business Park Development Project Greenhouse Gas Letter.*
8. Ldn Consulting, Inc. June 2019. *Air Quality Assessment, Latitude Business Park.*
9. Ldn Consulting, Inc. February 13, 2020. *CalEEMod Air Quality Worksheets (Update to Air Quality Assessment, Latitude Business Park)*
10. Ldn Consulting, Inc. February 2020. *Latitude Business Park Greenhouse Gas Letter.*
11. Ldn Consulting, Inc. February 2020. *Noise Analysis, Latitude Business Park.*
12. Linscott Law & Greenspan Engineers. September 23, 2019. *Traffic Impact Analysis Report, Latitude Business Park.*
13. Linscott Law & Greenspan Engineers. November 20, 2019. *General Plan Conformance Traffic Analysis for the Proposed Latitude Business Park Supplemental Memo to the TIA dated September 23, 2019.*
14. LSA Associates. June 2008. *Negative Cultural Resource Assessment Letter Report.*
15. The Planning Associates Group. December 2018. *Preconstruction Phase 1 Biological and Burrowing Owl Assessment for North 65 acres, Gateway Business Plaza.*
16. South Shore Testing and Environmental. October 2018. *Phase 1 Environmental Site Assessment, Proposed Latitude Business Park.*
17. South Shore Testing and Environmental. October 2018. *Preliminary Geotechnical Investigation.* (Provided as Appendix B in Preliminary WQMP prepared by LDDC, LLC).

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA

Mitigation Measure	Topic	Implementation Action	Method of Verification	Timing	Responsible Person	Verification Date
	Geological					
3-1	On-site grading shall be done according the recommendations of the preliminary geotechnical investigation prepared by South Shore Testing and Environmental (October 2019). Recommendations include: a) site specific grading instructions contained in Appendix C of the report which covers site preparation, compacted fills, cut slopes, trench backfills and grading controls, b) structural fill placed in pad areas should be suitably processed by moisture conditioning to near optimum moisture content, then compacted in the upper 12-inches to the minimum compaction requirement prior to placing fill; and c) no structural fill shall be placed within the building areas on any ground without first being observed by licensed civil engineer or geologist and that written certification be provided that the ground is competent and prepared to receive fill.	Condition of Approval	Rough and/or precise grading plan check	Prior to issuance of grading permit	Public Works Engineer and Public Works Field Inspector	
3-2	Corrosivity suite testing should be performed at the completion of rough grading including soluble sulfate, chloride, PH, and resistivity testing to determine the type of concrete to be utilized on-site.	Condition of Approval	Building plan check	Prior to issuance of a building permit	Public Works Engineer	
3-3	During the grading of the project site testing of the subgrade soils should be conducted to evaluate the expansive nature of the subgrade soils. If highly	Condition of Approval	Precise Grading plan check	Prior to issuance of a precise	Public Works Engineer	

	expansive soils are discovered, overexcavation of the slope face should occur and shall be replaced with very low to medium expansion soils during grading. This evaluation shall be monitored and evaluated by the project's licensed civil engineer and/or geotechnical/soil engineer. The foundation design parameters should be developed specific to the design of the final foundation scheme at the completion of grading.			grading permit		
	Air Quality					
5-1	The project's grading plans shall include the information from SCAQMD Rule 403, Table 1, Best Available Control Measures and Table 2, Dust Control Measures for Large Operations. This information shall be verified by the City's Public Works Engineer prior to the approval of the grading plans and issuance of a grading permit. Compliance with these measures shall also be verified by the City's Public Works Inspector during grading operations. The control measures to be used in the field include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction. • • Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost	Condition of Approval	Rough Grading Plan and Precise Grading Plans	Prior to issuance of grading permit	Public Works Engineer	

	effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). • Replacing ground cover in disturbed areas as quickly as possible. • Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites					

	at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads.					
5-2	The developer shall maintain equipment maintenance records for the construction portion of the proposed project. All construction equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their construction contractor(s) should be made available for inspection by the City's Public Works Inspector during the construction process.	Condition of Approval	Rough grading and precise grading plan check	Prior to issuance of a grading permit	Public Works Field Inspector	
5-3	The developer shall post a sign on the project that is easily seen by the public that identifies the project's contact information for the reporting of noise and dust complaints during the construction process. This sign shall be posted prior to the start of grading operations.	Condition of Approval	Preconstruction field meeting with city staff	Field Inspection	Public Works Inspector	
5-4	The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment. Compliance with this measure shall also be verified by the City's Public Works Inspector during grading operations.	Condition of Approval	Rough grading and precise grading plan check	Prior to issuance of a grading permit	Public Works Inspector	
	Transportation					

6-1	Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This improvement shall be done prior to the issuance of the first certificate of occupancy for the project.	Condition of Approval	Street Improvement Plan plan check	Prior to approval of plans	Public Works Engineer	
6-2	Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of PM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
6-3	Intersection at State Street at Ontario Avenue (Year 2022). This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
6-4	Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). The developer is responsible for 100% of the cost associated with this improvement. The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	

	occurs first.					
6-5	Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
6-6	Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
6-7	Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.	Condition of Approval	Plan check of parcel map or building plans, whichever occurs first.	Prior to approval and issuance of a building permit	Public Works Engineer	
	Biological					
7-1	A pre-construction survey for burrowing owls should be completed within the Project site no more than 30 days prior to construction activities in accordance with the Western Riverside MSHCP burrowing owl survey guidelines (County of Riverside 2006). If burrowing owls are observed during the preconstruction survey, a specific mitigation methodology for the owl shall be determined in coordination with CDFW in order to reduce impacts to a level that is less than significant. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Planner	

	relocation of burrowing owls.					
7-2	Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31). This will avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include establishment of an avoidance buffer until nesting has been completed and periodic nest monitoring by the project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Planner	
7-3	Due to the potential presence of least Bell's vireo within Joseph Canyon Wash, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys shall be completed prior to any such activities, in order to rule out the presence of least Bell's vireo. Surveys involve eight surveys from	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Planner	

	April 10 through July 31, spaced at least 10 days apart. If least Bell's vireo is detected during the surveys, then all work within 500 feet of the location of the least Bell's vireo territory will be halted and the CDFW will be consulted regarding mitigation and avoidance measures during construction. At a minimum, an avoidance buffer will be planned and established in consultation with the CDFW to avoid indirect impacts to least Bell's vireo. The buffer is expected to be a minimum of 500 feet in width. The width of the avoidance buffer will be determined by the Project biologist, in consultation with the CDFW. Other mitigation measures may also be applied based on that consultation process.					
7-4	Prior to the issuance of a grading permit, to mitigate for the loss of 0.810 acres of streambed and wetlands due to project construction, the project applicant shall enter into a Streambed Alteration Agreement, Section 1600, with CDFW to replace affected streambed at a ratio not less than 2:1, or as specified by CDFW. Mitigation can be done by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Additional consultation may be required with the USACE regarding a Clean Water Act Section 404 permit and with the State Water Resources Control Board regarding a Clean Water Act Section 401 permit.	Condition of Approval	Plan check review of the grading plans	Prior to issuance of a grading permit	Public Works Engineer	
7-5	The developer shall demonstrate compliance with the following Urban/Wildland Interface measures (MSHCP Section 6.1.4). Compliance with these measures, as applicable to the related measure, are required prior to issuance of a grading permit, prior to the approval of the landscape plans or during field inspections. 1. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures	Condition of Approval	Plan check review of the grading plans and/or landscape plans	Prior to issuance of a grading permit and approval of landscape plans	Public Works Engineer and Planner	

	shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows. 2. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. The proposed project will prepare a Storm water Pollution Prevention Plan (SWPPP) that will mitigate impacts from any discharge during construction or post-construction. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows. 3. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting. 4. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. 5. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are					

	adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features. 6. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. 7. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area. 8. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas. 9. As applicable, best management practices (BMPs), shall be implemented for the duration of construction: a. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are					

	being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished. b. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements. c. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. d. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work. e. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern. f. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7. g. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from					

	reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream. h. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas. i. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks. j. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. k. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. l. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible. m. To avoid attracting predators of the species of					

	concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). n. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. o. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs					
7-6	Prior to the issuance of a grading permit, the applicant shall prepare a Determination of Biologically Equivalent Superior Preservation (DBESP) and obtain written concurrence from the USFWS and CDFW that the DBESP has met the requirements of the MSHCP. Alternatively, if a DBESP is determined at a future date to not be necessary a written documentation of that decision shall be prepared and submitted to the city. The Joint Project Review (JPR) between the city and RCA shall also be completed prior to the issuance of a grading permit.	Condition of Approval	Plan check review of rough/precise grading plan	Prior to issuance of a grading permit	Public Works Engineer and Planner	
	Noise					
10-1	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and	Condition of Approval	Plan check review of grading plans (note on plans)	Field Inspection	Public Works Engineer	

	noise sensitive receptors nearest the project site.					
10-2	The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.	Condition of Approval	Plan check review of grading plans (note on plans)	Pre-construction field meeting with Public Works	Public Works Inspector	
10-3	Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.	Condition of Approval	Plan check review of building plans	Prior to issuance of a building permit	Planner	

February 19, 2020
Updated March 10, 2020

Responses to Comments from SCAQMD, Attorney General, CDFW and Blum Collins LP Letters on Latitude Business Park Mitigated Negative Declaration

The following comments are responses to the comments received by the city for the Latitude Business Park MND. The California Environmental Quality Act (CEQA) does not require the city to respond in writing to comments submitted on an MND during public review. However, the comments must be considered by the city before approving a project. The city in this case is providing written responses as a way of answering questions for the public, the Planning and Housing Commission and City Council.

To provide clarification on why an MND was prepared for the Latitude Business Park, as opposed to an Environmental Impact Report (EIR), the following summarizes the types of environmental documents that are allowed by CEQA.

Per CEQA Guidelines §15063, the city prepared an initial study to determine if the project may have significant effect on the environment. The information provide in the initial study summarizes technical studies prepared for the project. This data is used to demonstrate if the project would operate within an adopted threshold of significant. If the results of the initial study show that a project is non-compliant with a threshold of significant and would result in a significant effect on the environment even with the implementation of mitigation, then an EIR shall be prepared (CEQA §15064).

However, CEQA §15064(f) goes on to say the decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency. If the lead agency determines there is substantial evidence in the record that the project may have a significant effect on the environment but the lead agency determines that revisions in the project plans or proposals made by, or agreed to by, the applicant would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment then a mitigated negative declaration shall be prepared (CEQA §15064(f)(2)).

CEQA also clearly states what is not considered substantial evidence in determining whether an EIR shall be prepared. CEQA §§15064(f)(4) and 15064(f)(5) state:

> *"(4) The existence of public controversy over the environment effects of a project will not require preparation of an EIR if there is no substantial evidence before the agency that the project may have a significant effect on the environment".*
>
> *"(5) Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts".*

Based on the data provided in the technical studies prepared for the project, the initial study demonstrates that the project may have potentially significant effects, but these significant effects are capable of being mitigated to a point where clearly no significant effects would occur; and there is no substantial evidence, in light of the whole record before the city, that the project may have a significant effect on the environment (CEQA §15070(b)). Therefore, the city prepared a Mitigated Negative Declaration.

EXHIBIT 6

South Coast AQMD Letter dated February 7, 2020	
Comment	Response
1. Localized Significance Thresholds (LST) Analysis for CO and PM2.5: The Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards to determine the level of significance[13]. However, the Lead Agency did not analyze the localized air quality impacts for CO or PM2.5 in the MND. South Coast AQMD staff recommended that the Lead Agency analyze the Proposed Project's localized air quality impacts from construction activities for CO and PM2.5 and compare those emissions to the most stringer air quality standards, or provide reasons.	1. PM 10 and PM 2.5 have a threshold of 10.4 µg/m3. The project emissions for PM 10 were found to generate emissions less than 10.4 µg/m3. Given that project PM 10 emission are higher than project PM 2.5 emission, the LST impacts from PM 2.5 would also be less than 10.4 µg/m3. LSTs for CO were not calculated because ambient air quality data for CO is no longer monitored within the County of Riverside or at least the data isn't readily available. CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80 percent in the peak 8-hour concentration since 1986 (See Table 1on page 7). It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.
2. Cold Storage Facilities: Based on reviews of the MND and the Air Quality Assessment, South Coast AQMD staff found that the "unrefrigerated warehouse-no rail" land use category was selected in CalEEMod to quantify emissions. Since one of the uses for the Proposed Project is cold storage facilities, it is reasonably foreseeable that transport refrigeration units (TRUs) may be used at the Proposed Project. To conservatively analyze a worst-case impact scenario from the use of TRUs during operation, the Lead Agency should calculate the Proposed Project's emissions from TRUs that will visit the Proposed Project or provide justification for not including the calculation in the Find MND.	2. The project would not include cold storage therefore emissions from Transport Refrigeration Units was not analyzed. Additionally, as a condition of approval for the project for Precise Plan 2019-0001 (PP2019-0001), *the city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.* The specific plan amendment would be processed by the city after approval of the project and prior to the issuance of a building permit.

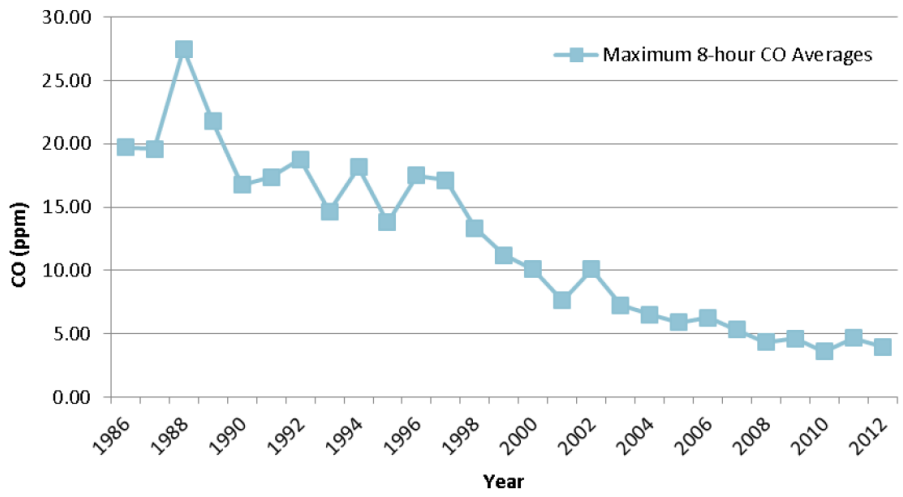
3. Project Trip Generation Forecast: The MND and technical appendices included two project trip generation forecast numbers. South Coast AQMD staff recommends that the Lead Agency clarify which project trip generation forecast was used to quantify the Proposed Project's emissions from mobile sources and revise the air quality analysis based on one project trip generation forecast.	3. The CalEEMod was updated to reflect the Supplement Traffic Analysis dated November 29, 2019 and the land uses shown in the Updated Project Trip Generation Forecast provided in Table A of Supplemental TIA. The Supplemental TIA was used in the MND. The trip generation in the Supplemental TIA is lower than the initial TIA dated September 23, 2019. The updated CalEEMod dated February 13, 2020 is available at https://www.coronaca.gov/government/departments-divisions/building/projects
4. Air Quality Impact Analysis – Vehicle Miles Traveled: The Lead Agency used a trip length of 9.37 miles to quantify the Proposed Project's operational emissions from mobile sources, but did not discuss how this trip length was calculated in the MND. South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND as substantial evidence to support the use of 9.37 miles.	4. The CalEEMod was updated to reflect the yearly VMT. Because the project was reduced from 1,124,294 square feet to 1,074,771 square feet and resulted in a redistribution of industrial park, manufacturing and warehouse uses in the Supplemental TIA dated November 29, 2019, the VMT was reduced. The VMT went from 14,076,400 to 10,802,025. The updated model used the 10.8M VMT assumption. The model was adjusted so that all emissions would occur during the weekdays only which pushed the miles per trip to 19.02 miles. This discussion is on page 14 of the final MND. With the updated VMT, the project is still within allowable thresholds established by AQMD. The updated tables are shown as Tables 5-5 and 5-7 in the final MND and can be verified by the updated CalEEMod dated February 13, 2020.
5. Fleet Mix: The Lead Agency prepared a traffic impact analysis to identify the fleet mix specific for the Proposed Project. However, based on reviews of the Air Quality Assessment technical appendix, South Coast AQMD staff found that the Lead Agency used the default fleet mix in CalEEMod, which is different from the project-specific fleet mix. South Coast AQMD staff recommends that the Lead Agency re-calculate the Proposed Project's emissions by using project-specific fleet mix in the Final MND. If it is more appropriate to use the default fleet mix to quantify the Proposed Project's emissions than project-specific fleet mix from the traffic impact analysis, the Lead Agency should include an explanation in the Final MND.	5. The fleet traffic percentages were updated in the CalEEMod dated February 13, 2020, to reflect the project's trucks which would be 80 - two axel, 72 - three axel and 153 – four axel daily trucks. This discussion is on page 13 of the final MND. The revised emissions were found to only slightly increase and would remain less than significant. The updated tables are shown as Tables 5-5 and 5-7 in the final MND and verified by the updated CalEEMod dated February 13, 2020.

6. Health Risk Assessment Analysis during Operation: Operation of the Proposed Project generates and attracts heavy-duty, diesel-fueled trucks. Although the Lead Agency prepared a construction HRA analysis to analyze health risk impacts to nearby residents from construction activities, health risks to residents during the operational phase were not analyzed and should be included in the Final MND.	6. An operational health risk assessment was done and included in the final MND. The operational cancer risk would not exceed 3 per one million persons exposed over a 70-year period. The project does not increase cancer risks in excess of 10 in one million exposed and is therefore less than significant. Additionally, the applicant is required to provide signage that would direct trucks to use Cajalco Road as opposed to using Temescal Canyon Road (north) when exiting the project site. Therefore, truck traffic is being directed away from the residential properties. Furthermore, it should be noted that diesel engines are continuously changing and exhaust systems are better at capturing diesel particulates.
7. Guidance Regarding Warehouses Sited Near Sensitive Receptors: South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. For warehouses that accommodate more than 100 trucks per day, or more than 40 trucks with operating TRUs per day, California Air Resources Board (CARB) recommends a 1,000-foot separation between sensitive land uses (e.g., residential uses) and the operating warehouse. Therefore, South Coast AQMD staff recommends that the Lead Agency review and consider the guidance when making local planning and land use decisions.	7. Comment noted. The city annexed the property from the unincorporated area of Riverside County in 2001. The project was zoned light industrial in the county and the city maintained the light industrial zone on the property. As indicated in the initial study, the project site was historically used for the mining of sand. Therefore, industrial type operations have occurred on the project site for decades. The project is being developed in accordance with the site's light industrial zoning and Light Industrial General Plan designation.
8. Additional Recommended Mitigation Measures: In the MND, the Lead Agency provided information about nearby electric vehicle (EV) charging stations that could be used by employees during operation. The Lead Agency should require EV charging stations be provided on the Proposed Project site, or at a minimum, require appropriate infrastructure to facilitate sufficient EV charging stations. Additionally, to further reduce the Proposed Project's construction and long-term emissions, South Coast AQMD staff recommends a list of new mitigation measures that the Lead Agency should review and incorporate in the Final MND.	8. New construction projects are required to comply with the California Green Building Standards Code (2019). In this particular case, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. Based on this table, the project would be required to provide EV charging stations at six percent of the total number of actual parking spaces. Compliance with the California Green Building Standards Code is checked by city staff during the plan

	check process and prior to the issuance of a building permit. This language was added in the final MND in the Energy discussion.
9. South Coast AQMD Rule 403(e), Permit, and Responsible Agency: Since the Proposed Project is greater than 50 acres, it is subject to specific requirements under South Coast AQMD Rule 403(e) and should be discussed in the Final MND. Additional information on South Coast AQMD permits is included as resources to the Lead Agency.	9. The final MND includes discussion regarding Rule 403(e) and mitigation to ensure compliance. For example: The project shall implement methods to reduce particulate emission from paved and unpaved roads, parking lots, and road and building construction, as required by the Southern California Air Quality Management District. These methods include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction. • Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). • Replacing ground cover in disturbed areas as quickly as possible. • Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content.

	• Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads. The above methods shall be noted on the project's approved grading plans, and the developer shall provide the city's public works inspector a construction maintenance plan based on the methods described above at the time of the project's pre-construction meeting between the city and developer.

Table 1: SCAB 24-Hour Average Concentration CO Trend



Source: CARB

The most recent year where 8-hour concentration data is available is 2012.

Department of Justice/Attorney General Letter dated February 7, 2020	
Comment	Response
1. The Project is located at the northwest corner of Tom Barns Street and Temescal Canyon Road, at the intersection of a large residential area in Southeastern Corona and the unincorporated community of El Cerrito. There are single-family homes immediately across Liberty Avenue along the northern border of the Project and a sprawling neighborhood on the other side of Interstate 15 to the west. According to 2013 – 2017 data from the American Community Survey, there are at least 775 people living within 1,000 feet of the Project, 55 percent of whom are people of color. There are also sensitive receptors near the Project, including the El Cerrito Outdoor Sports Park 0.3 mile to the north, the El Cerrito Middle School 0.4 mile to the north, and the Gumdrop Kids Daycare 0.9 mile to the southwest. All of these community residents will be exposed to the Project's environmental impacts. The neighborhoods surrounding the Project already face disproportionately high levels of pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the Project's census tract has more pollution than 88 percent of census tracts in California. The census tracts to the north and east of the Project have even greater pollution burdens. Most of the pollution problems in the Project's census tract and the surrounding area are attributable to serious air quality issues in the community—the tracts are in the 93rd – 94th percentile for PM2.5 and the 85th – 91st percentile for ozone. The air pollution in Corona and surrounding areas grows dramatically each year due to the rapid expansion of the logistics industry in the Inland Empire. Over just the past decade, more than 150 million square feet of industrial spaces, which includes mostly warehouses, have been built in this region. These warehouses, and the dozens of approved warehouses that are still under construction, attract diesel trucks and the accompanying air pollution into residential neighborhoods. As a result, the South Coast Air Basin, which contains the Inland Empire and the	1. The AG's comment conclusively (and improperly) presumes that the Project will exacerbate and increase air quality impacts to residents in and around the Project site without reference to, or any acknowledgment of, the actual air quality analysis set forth in the IS/MND or the associated mitigation measures to be implemented as part of the Project that are designed to mitigate, reduce and/or eliminate environmental impacts. Regarding the comment that a community of color may be disproportionately impacted by the Project, CEQA does not require an evaluation of environmental justice impacts that are not associated with physical environmental impacts. Rather, CEQA requires EIRs to analyze physical changes to the environment. (CEQA Guidelines, § 15131, subd. (a).) Economic and social effects in themselves do not constitute significant effects on the environment under CEQA. The IS/MND fully analyzed the Project's physical impacts on the environment, including health risk impacts. *All* projects, to some extent, exacerbate and increase air quality impacts to residents, given that most project's add mobile source emissions to the environmental baseline. Additionally, the initial air quality assessment dated June 24, 2019, used a total project square footage of 1,124,294 square feet. The CalEEMod output sheets showed 519,665 square feet of warehouse, 456,629 square feet of industrial and 148,000 square feet of office. The project information used in the air quality analysis was taken from the project's traffic analysis dated June 12, 2019. The CalEEMod results were summarized and provided in the IS/MND which showed the project's construction and operation within AQMD thresholds. The project was later revised to a smaller square footage totaling 1,074,771 square feet. The revised square footage was demonstrated in the project's Supplemental Traffic Impact Analysis dated November 20, 2019. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The square footage

Project site, is designated as a non-attainment area for ozone and PM2.5 by the EPA and as a non-attainment area for ozone, PM10, and PM2.5 by CARB. The Project will add even more air pollution to this highly burdened area.	breakdown in the Supplemental TIA was 174,055 square feet of industrial park, 205,767 of light industrial, 159,744 of manufacturing and 535,205 square feet of warehouse. This information is reflected in the Air Quality discussion in the final MND (Table 5-3, 5-5 and 5-7). The CalEEMod (February 13, 2020) was updated to reflect the above square footages and additionally included the parking lot covering 2,247 parking spaces. The revised air quality analysis continued to show the project within the emission thresholds established by AQMD. The updated CalEEMod is available at https://www.coronaca.gov/government/departments-divisions/building/projects The project continues to have a less than significant impact in air quality emissions.
2. The project description in insufficient. The CEQA Guidelines require an initial study to describe the project. Project descriptions should contain all details that are essential components of a project since an "accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity." In this case, the MND's project description does not adequately describe the Project because it omits key details that are essential for accurately assessing the Project's environmental impacts. First, even though the Traffic Impact Analysis for the Project states that the Project will include a "high-cube warehouse use area," the MND's project description does not describe the Project's warehouse facilities with any specificity, including how much square footage can accommodate high-cube warehouse activities or which types of activities will occur in the Project's warehouses. These details are important since high-cube warehouses generate significantly more truck traffic, noise, and air quality impacts than other types of warehouses, and the scope of impacts vary depending on the type of operations that occur at the warehouses. According to the Institute of Transportation Engineers, a high-cube warehouse typically has at least 200,000 square feet of floor space and can serve as a fulfillment center,	2. The IS/MND contains adequate project information. The AG's comment that the project description contained in the IS/MND omits several key details and was therefore prepared in violation of CEQA fails to account for the CEQA Guidelines, which specifically describe the required contents of an Initial Study/Mitigated Negative Declaration. CEQA Guidelines section 15063 (d) states that an Initial Study/Mitigated Negative Declaration shall contain in brief form: (1) A description of the project, including the location of the project; (2) An identification of the environmental setting; (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found; (4) A discussion of ways to mitigate any significant effects identified; (5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls; (6) The name of the person or persons who prepared or participated in the Initial Study.

parcel hub, cold storage facility, transload facility, or a short-term storage building. Since the Project includes at least two large buildings that could be used as high-cube warehouses, the project description should clearly state whether these buildings, or any other buildings at the Project, will be equipped as high-cube warehouses, how much space will be used for high-cube warehouse activities, and the types of operations that will occur in these areas. Second, the Project's Noise Study briefly states that trucks utilizing the Project's parking spaces and loading docks will "consist of regular trucks and refrigerated trucks," but the MND fails to include any discussion of whether the Project will have cold storage facilities.[11] If the Project's buildings have cold storage, the Project's environmental impacts could be dramatically greater since refrigerated trucks produce substantially more air pollution and greenhouse gas emissions than trucks that visit standard storage facilities. As explained by CARB: Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby. This critical detail should be disclosed in the MND. Third, the MND's project description fails to describe how many parking spaces will be provided for vehicles other than trucks. This is an important aspect of the Project considering its large size, and is information that is necessary to accurately assess traffic, noise, and air quality impacts. Without this information, there is no way to correctly determine how many passenger cars will visit the Project site, which is critical to accurately assessing the Project's environmental impacts. Therefore, the project description should fully disclose the planned parking spaces for the Project.	The Latitude Business Park IS/MND provides the above information in brief form as required by CEQA Guidelines § 15063 (d). The Project information provided in the IS/MND describes the scope of the Project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate and provides the reader an understanding of the Project being discussed in the IS/MND. Additionally, the technical studies were also cited throughout the document based on the Project. The technical studies were made available to the public on the City′s website and were placed in the same location where the IS/MND was made available. Therefore, the public has access to the information being referenced in the IS/MND and there is no grounds for finding the IS/MND's Project Description insufficient or inadequate in any way. The project site is a vacant former surface mine that produced sand until it closed in 1997. The project site is located in the El Cerrito Specific Plan, which designates the site as LI (Light Industrial). The property is also within the City's light industrial General Plan designation. The proposed site plan arranges 15 buildings, ranging in size from 18,234 to 253,799 square feet, on the site. The project description also mentions the amount of building square footage for industrial park, light industrial and warehouse. Many of the uses that the AG's office and others request analysis of are not proposed. Under the AG's theory, a residential developer proposing a medium-density development would need to analyze a high-density development even if not proposed. Also, as a condition of approval for the project for Precise Plan 2019-0001 (PP2019-0001) *the city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required*

	along with any additional analysis that may be required under the California Environmental Quality Act.
3. The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects. To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about a project's potential impacts. If a lead agency fails to analyze a certain aspect of a project's potential environmental impact, a court may conclude that the limited facts in the record support a fair argument that the project may have a significant environmental impact. CEQA's requirements for full disclosure are not satisfied if an environmental impacts analysis uses outdated models and inaccurate information, as the Project's Air Quality Assessment did here. First, the MND's Air Quality Assessment uses CARB's outdated 2014 Emission Factors Model (EMFAC2014) to calculate air emissions from mobile sources instead of the current model (EMFAC2017). This difference is significant since EMFAC2017 uses the latest scientific data available to evaluate environmental impacts. For example, the new model includes higher NOx emissions, PM emissions, and idling emissions rate for heavy-duty trucks. Considering the serious air quality problems already present in the communities surrounding the Project, it is essential for the MND to provide accurate estimates of how the Project will contribute to air pollution. Corona should use the current EMFAC2017 model to assess the Project's mobile source emissions.	3. The AQ's letter incorrectly suggests that the Air Quality analysis uses outdated models. The report was written in June of 2019 and used the latest model at that time. The recommended and approved air quality model is CalEEMod 2016.3.2. and has EMFAC 2014 built into it. At the time of the report being prepared, EMFAC 2014 was the approved model. The EMFAC 2017 was adopted a few months after the report was written but this model still hasn't been incorporated into CalEEMod 2016.3.2. CalEEMod 2016.3.2 is expected to be updated in the future but the exact date has not been disclosed by SCAQMD. Also, the comment letter provided by SCAQMD did not indicate that the city used an outdated CalEEMod for the project. Therefore, the modeling used for this project is still sufficient for the city to use for CEQA.
4. In addition, the Air Quality Assessment uses only three land use designations to analyze emissions—office park, industrial park, and unrefrigerated warehouse—even though the MND states the Project will host additional land uses that typically have serious	4. The initial air quality assessment dated June 24, 2019, used a total project square footage of 1,124,294 square feet. The CalEEMod output sheets showed 519,665 square feet of warehouse (unrefrigerated space), 456,629 square feet of industrial and 148,000 square feet of office. The

environmental impacts. As previously discussed, the MND's Traffic Impact Analysis states that the Project will include a high-cube warehouse area, but the Air Quality Assessment fails to analyze the environmental impacts from this particular land use type. Similarly, the MND's Noise Study indicates that refrigerated trucks will visit the Project, but the Air Quality Assessment fails to analyze the impacts from using the Project for cold storage or the associated refrigerated trucks that will visit the Project. The MND also claims that the Project will include 159,744 square feet of manufacturing activities, but this land use is similarly ignored in the Air Quality Assessment. Corona should revise its Air Quality Assessment to include an accurate and complete assessment of emissions from all of the Project's operations.	project information used in the air quality analysis was taken from the project's traffic analysis dated June 12, 2019. The CalEEMod analysis utilized the Industrial Park land use which is a more conservative options since energy usage in an industrial park is higher than manufacturing, and water and solid waste is the same intensity with respect to water and solid waste usage. Therefore, the analysis would adequately represent the proposed project. Data verification for each use can be identified within Appendix D of the CalEEMod User Guide provided by South Coast, comparing manufacturing with industrial park. http://www.aqmd.gov/caleemod/user's-guide. Therefore, the CalEEMod results summarized and provided in the IS/MND showed the project's construction and operation within AQMD thresholds. The project was later revised to a smaller square footage totaling 1,074,771 square feet. The revised square footage was demonstrated in the project's Supplemental Traffic Impact Analysis dated November 20, 2019. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The square footage breakdown in the Supplemental TIA was 174,055 square feet of industrial park, 205,767 of light industrial, 159,744 of manufacturing and 535,205 square feet of warehouse. The CalEEMod (February 13, 2020) was updated to reflect the above square footages and additionally included the parking lot covering 2,247 parking spaces. The revised air quality analysis continued to show the project within the emission thresholds established by AQMD. A summary of the results is provided in Tables 5-5 and 5-7 in the final MND and verified by the updated CalEEMod. The project continues to have a less than significant impact in air quality emissions.
5. Further, to estimate emissions from mobile sources, the Air Quality Assessment applies the same length of vehicle miles traveled for each analyzed land use type—only 9.37 miles. It is unclear what this mileage is based on, since it is unlikely that vehicles visiting the	5. The CalEEMod file was updated to reflect the yearly VMT. Because the project was reduced from 1,124,294 square feet to 1,074,771 square feet and resulted in a redistribution of industrial park, manufacturing and warehouse uses in the Supplemental TIA dated November 29, 2019, the

Project's very different land uses—warehouses, manufacturing buildings, industrial facilities, and offices —will all travel this identical and relatively short distance. The Project includes industrial, warehouse, and manufacturing uses, where heavy-duty trucks will be hauling consumer goods from the Project site to destinations all over California and potentially out of the State. Most of these destinations are much farther than 9.37 miles from the Project, including the Port of Long Beach (approximately 35 miles to the west) and the San Bernardino International Airport (approximately 25 miles to the northeast). Considering the distances frequently traveled by trucks serving the logistics industry, the South Coast Air Quality Management District (SCAQMD) recommends that lead agencies use a default truck trip length of 40 miles one-way for air quality assessments. Some lead agencies calculate the appropriate truck trip length by averaging the distances between a project and the edge of the air basin in several directions. Even the California Emissions Estimator Model's (CalEEMod) default trip length for passenger cars is higher than the trip length for the Project—16.6 miles each way, although the SCAQMD often states in its comment letters that this length is not appropriate for industrial and warehouse projects. Regardless of which method is chosen, the MND should calculate vehicle trip lengths based on the actual likely destinations of trucks and passenger cars visiting the Project and explain the basis for the chosen trip lengths. In its current form, the MND's Air Quality Assessment is defective since it relies on a single, arbitrary trip length to analyze the Project's impacts. Finally, the Air Quality Assessment applies the same vehicle fleet mixture for each land use despite the vast differences between these uses. The most recent version of CalEEMod includes default vehicle fleet mixes that can be modified by the user since it is commonly understood that different types of land uses attract different types of vehicles at different rates.	VMT was reduced. The VMT went from 14,076,400 to 10,802,025. The updated model used the 10.8M VMT assumption. The model was adjusted so that all emissions would occur during the weekdays only which pushed the miles per trip to 19.02 miles. This discussion is on pages 13 and 14 of the final MND. With the updated VMT, the project is still within allowable thresholds established by AQMD. The updated tables are shown in Tables 5-5 and 5-7 in final MND and are verified by the updated CalEEMod dated February 13, 2020. The project continues to have a less than significant impact in air quality emissions. This latest information will be updated in the Final MND.

In particular, projects that contain warehouses tend to have far more trucks visiting their facilities than other land uses, so the SCAQMD recommends that lead agencies assume that 40 percent of vehicle trips from warehouses are from trucks. Thus, Corona's failure to analyze the emissions from the mix of vehicles that will visit the Project likely underestimates the emissions the Project will generate and renders the MND flawed.	
6. The MND fails to include an analysis of cumulative air quality impacts. The CEQA Guidelines mandate all assessments of environmental impacts to include an analysis of cumulative impacts that "take[s] account of the whole action involved." A proper cumulative impacts analysis considers the incremental impact of a project combined with the impacts of past, present, and reasonably foreseeable future projects. The analysis of a project's own impacts is an inquiry that is distinct from considering the project's cumulative impacts. If an initial study finds no significant cumulative impact, it must "[e]xplain[] the reasons for determining that potentially significant effects would not be significant." In this case, the MND fails to include any discussion of cumulative air quality impacts, and the MND's Air Quality Assessment assumes the Project will have no cumulative impacts since it did not find any significant air quality impacts from the Project itself. This conclusory assertion ignores CEQA's requirements for cumulative impacts assessments. Further, given the Project's location in a community that already suffers from serious air pollution concerns, it is essential that the MND includes a proper cumulative impacts analysis. Even if the Project's air quality impacts may not be significant in isolation, they become more concerning when combined with the pollution produced by other nearby warehouses and industrial sites. This failure to analyze cumulative impacts renders the MND inadequate and unlawful.	6. CEQA Guidelines § 15064(h)(3) states a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program (*example: water quality control plan, air quality plan, integrated waste management plan*). As identified in the IS/MND and in the updated CalEEMod dated February 13, 2020, the project's emissions would be less than SCAQMD's CEQA significance thresholds. Also, the project was required to use Tier 4 diesel construction equipment during construction. In response to the comments from SCAQMD, the Final MND will also provide additional discussion on the project's compliance with Rule 403(e). Those recommendations are in SCAQMD response 9. Therefore, the project's contribution to cumulative impacts would be less than significant.

7. The MND fails to analyze the project's consistency with Corona's General Plan. The CEQA Guidelines require an initial study to examine whether a project "would be consistent with existing zoning, plans, and other applicable land use controls. Despite this requirement, the MND quickly concludes that the Project does not conflict with Corona's General Plan since the Project site does not have to be rezoned from light industrial use. The MND does not analyze whether the Project will conflict with any policies in Corona's General Plan, including several policies that will apply to the Project: Policy 1.8.12: Requires "nonresidential uses be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units"; Policy 1.12.8: Requires new industrial properties to "be compatible with adjoining uses in consideration of the following principles: … Location of driveways to minimize conflicts with adjoining uses," and "[m]itigation of noise, odor, lighting"; and Policy 1.12.11: Requires "heavy truck and vehicle access in industrial areas be managed to ensure that it is safe and efficient and minimizes noise, odor, vibration, and safety impacts on adjoining uses." Corona also has new proposed policies in its Draft 2040 General Plan Update that, if adopted, will apply to the Project. Pursuant to SB 1000's requirements, the General Plan Update includes several policies designed to reduce impacts in environmental justice communities: Policy HC-2.1: Requires proposals for new industrial uses to "incorporate the adequate use of setbacks, barriers, landscaping, or other design measures as necessary to minimize air quality impacts and achieve appropriate health standards"; and	7. The AG states the IS/MND fails to adequately analyze the Project's consistency with certain adopted and un-adopted policies of the General Plan. "State law does not require perfect conformity between a proposed project and the applicable general plan" because "it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan." (*Pfeiffer v. City of Sunnyvale City Council* (2011) 200 Cal.App.4th 1552, 1563.) "A project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 238, citing *Sequoyah Hills Homeowners Ass'n v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) To be consistent, a project must simply be "compatible" with the objectives, policies, general land uses and programs specified. (*Sequoyah Hills, supra*, 23 Cal.App.4th at pp. 717–718; *Families Unafraid to Uphold Rural etc. v. County v. Board of Supervisors ("*FUTURE") (1998) 62 Cal.App.4th 1332, 1336.) The IS/MND clearly indicated the project site is zoned and has a General Plan designation of Light Industrial, which was established in city's 2004 General Plan Update. Additionally, the transportation/traffic discussion (item f) in the IS/MND indicates that all project traffic and access will come from Tom Barnes Road and not from the streets (Liberty/La Gloria Avenue) shared with the residential properties to the north. The aesthetics discussion in the IS/MND also describes the grade difference between the project site and the adjacent residents to the north with the project site being an average of 47 feet lower. Cross sections were also provided showing the extensive landscape buffer between the project site and the residents as well as a conceptual landscape plan. Furthermore, a condition of approval was added to the project that prohibits trucks exiting the project site from going northbound on Temescal Canyon Road. The developer is required to provided signage that prohibits trucks for turning left on Tom Barnes Road to Temescal Canyon Road and is also required to provide this restriction in the project's CC&Rs. This discussion further proves the project's compliance with certain General Plan policies including draft General Plan policies HC-2.1 and HC-2.2,

Policy HC-2.2: "Designate and maintain truck routes that … avoid[] residential areas, schools, or other sensitive land uses so as to minimize exposure to the noise, air pollution, and vibration associated with trucks." Since the MND fails to discuss the Project's consistency with the policies contained in Corona's General Plan, the MND's assessment of land use impacts is flawed.	which have not yet been adopted as part of the city's General Plan Update (2040). As set forth in the findings of project approval prepared in the staff report for the project (PP2019-0001), the Project is consistent with and will further the Light Industrial land use designation of the General Plan because this land use is intended to accommodate uses similar to those proposed for the Project, including low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks. Further, findings are included showing the Project's consistency with General Plan Policy Nos. 1.4.3, 1.12.1, 1.12.3, 1.12.6, 1.12.8, 1.12.11, 10.3.2, 10.4.4, 10.5.1, and 10.5.3. There is no requirement that the Project analyze or ensure compatibility with the Policies outlined in the AG's February 7, 2020, letter, including those policies that are yet to be adopted or implemented by the City as part of its 2040 General Plan Update.
8. CEQA requires a lead agency to adopt all feasible mitigation measures that minimize the significant environmental impacts of a project.[35] An MND's mitigation measures must be specific, binding, and enforceable through permit conditions, agreements, or other legally binding instruments. In this case, the Project's MND lists potential significant impacts to air quality, noise, geology, transportation/traffic, and biological resources, but finds that a handful of mitigation measures will make those impacts less than significant. The mitigation measures proposed by the MND are insufficient to protect the community from significant environmental impacts, especially given the Project's close proximity to residents and other sensitive receptors. For example, the MND checklist states that the Project may "[e]xpose sensitive receptors to pollutants," but the MND only includes one mitigation measure to address this potentially significant impact: "The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of	8. CEQA does not require the consideration of mitigation measures for insignificant impacts." (*Santa Clarita Org. for Planning the Env't v. City of Santa Clarita* (2011) 197 Cal. App. 4th 1042, 1058. A lead agency need only adopt mitigation measures to ensure the project has a less than significant impact. The final MND includes discussion regarding Rule 403(e) and mitigation to ensure compliance. For example: The project shall implement methods to reduce particulate emission from paved and unpaved roads, parking lots, and road and building construction, as required by the Southern California Air Quality Management District. These methods include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction.

this equipment." This measure is a good way to reduce construction impacts, but is not the only method that should be used to lower the Project's air quality impacts during construction. Further, the MND fails to include any mitigation measures that address air quality impacts from the Project's operations. We urge Corona to consider adopting additional specific, binding, and enforceable mitigation measures to address the Project's air quality impacts from its construction and operation. Please see Attachment A for a list of air quality, noise, and traffic measures that would further mitigate the Project's impacts on the surrounding communities. These measures have been adopted in comparable or smaller projects, indicating that they are feasible.	• Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). • Replacing ground cover in disturbed areas as quickly as possible. • Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.

	• Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads. The above methods shall be noted on the project's approved grading plans, and the developer shall provide the city's public works inspector a construction maintenance plan based on the methods described above at the time of the project's pre-construction meeting between the city and developer.
9. CEQA requires a lead agency to consult with responsible and trustee agencies that have jurisdiction over resources impacted by a proposed project prior to adopting an MND.[38] Despite this requirement, the Project's MND states that Corona distributed the MND to statewide agencies via the State Clearinghouse.[39] This limited consultation resulted in Corona failing to notify the SCAQMD—the regional agency with jurisdiction over the air basin where the Project is located—of the Project and its potential impacts. Therefore, Corona did not comply with CEQA's consultation requirements for this Project.	9. Contrary to the AG's letter, the South Coast Air Quality Management District ("**SCAQMD**") provided comments on the IS/MND dated February 7, 2020, that will be included as part of the public record and incorporated into the IS/MND. The SCAQMD does not qualify as a Responsible Agency under CEQA for the Project and therefore there was no greater obligation for the Applicant or City to notify or consult with the SCAQMD regarding the IS/MND prior to its preparation beyond the standard public notice via the State Clearinghouse.
10. One of the "basic purposes of CEQA" is to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities."[40] The threshold for determining whether an environmental impact report (EIR) is required is low – an EIR must be prepared by a lead agency if substantial evidence supports a "fair argument" that that "any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment." Corona must prepare an EIR for the Project since there is substantial evidence supporting a fair argument that the Project will have	10. Based upon the information and analysis set forth above in these responses to the AG's comments, as well as the information already provided as part of the public record for the Project, the AG has failed to provide substantial evidence supporting a fair argument that the Project will result in significant environmental impacts thereby warranting preparation of an environmental impact report for the Project.

significant environmental impacts. As discussed above, the Project is a large business park that will consist of over a million square feet of warehouse, manufacturing, and industrial uses that typically have significant environmental impacts. The Project will include 126 spaces for trucks, and generate approximately 4,127 vehicle trips a day in Corona and the surrounding areas. Considering the Project's large scope, mixed industrial uses, and residential location, there is a fair argument that the Project will cause significant environmental impacts. The MND's deficient analysis of direct and cumulative environmental impacts also creates a fair argument that the Project will have impacts that have not be adequately analyzed and disclosed.[42] Therefore, CEQA requires Corona to prepare an EIR that fully analyzes the Project's impacts.	

Department of Fish and Wildlife Email dated February 3, 2020 and Letter dated February 7, 2020	
Comment	Response
1. <u>MSCHP Section 6.1.2 Riparian/Riverine and Vernal Pool Resources</u> The "Biological Technical Report and MSHCP Consistency Analysis" and the RCA's JPR [Joint Project Review] Analysis [(JPR) 19-11-05-01] describe the site's vegetation communities as consisting of non-native grassland, with some Riversidian sage scrub along its western border. On the southeastern boundary of the site, Joseph Canyon Wash supports riparian woodland communities. After conducting a Project site visit on January 30, 2020, the Wildlife Agencies identified MSHCP riparian/riverine and vernal pool resources on the Project site that were not included in the JPR and the Biological Technical Report and the MSHCP Consistency Analysis report. The MSHCP riparian/riverine and vernal pool resources discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (*Baccharis salicifolia*) as well as two stands of cattails (*Typha* species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24 - 25, 2019). When the water level rises high enough in the valley bottom area (as well as the southwestern pond), the wetland overflows to Temescal Creek via standpipes on the Project site which lead into culverts directing the overflow to Temescal Creek. Therefore, the Wildlife Agencies do not agree with the JPR's conclusions that (1) MSHCP riparian/riverine and vernal pool (MSHCP Section 6.1.2) resources are limited to the current 1.7-acre linear easement protecting Joseph Canyon Wash, and (2) that all the site's existing	1. The initial study/MND stated the Joint Project Review (JPR) process between the city and RCA would need to be completed prior to the issuance of a grading permit. The JPR was officially completed by RCA on January 3, 2020. However, the results of the project site visit and consultation between the Wildlife Agencies, city staff and the applicant determined the project will require a Determination of Biologically Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies. The Wildlife Agencies are requesting that a condition be added to the project that will require the DBESP to be approved by the Agencies prior to the issuance of a grading permit and that the JPR process be repeated with RCA. The information was included and discussed in the final MND and added as mitigation.

riparian/riverine/vernal pool resources will be avoided by the proposed Project (both within Criteria Cell 2400 and to the west of Criteria Cell 2400). Therefore, to disclose and address Project impacts to MSHCP riparian/riverine resources, the Wildlife Agencies request that the City to condition the Project to prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies. The DBESP should be prepared to evaluate the Project's proposed impacts on riparian/riverine resources in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to provide biologically equivalent or superior mitigation to offset the impacts.	
2. <u>Riparian/Riverine Delineation</u> As discussed during the site visit, the riparian/riverine assessment previously prepared for the JPR did not adequately represent the extent of the MSHCP riparian/riverine resources on the Project site. As agreed during the site visit, the Applicant will prepare a DBESP for submission to the Wildlife Agencies through the City, including a revised delineation of the site's MSHCP riparian/riverine resources. The revised delineation will include the full extent of riparian/riverine resources discovered on the Project site on January 30, 2020. As agreed during the site visit, a topography map with 1-foot contours should be used to help delineate riparian/riverine resources on the Project site. The revised delineation should include all areas on the site's "valley bottom" area that are at or below the highest mapped elevation of riparian/riverine resources using the topography map with 1-foot contours. The revised delineation should also include the full extent of the ponded area located near the southwest corner of the Project site.	2. Added as mitigation in the final MND. The mitigation in the final MND includes: Prior to the issuance of any grading permit the project applicant shall provide to the city written correspondence from the US Fish and Wildlife Service and California Department of Fish and Wildlife confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved or provide written documentation that a DBESP is not needed.

3. <u>MSHCP Reserve Assembly (Section 3) and the Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4)</u> The Wildlife Agencies concur with the RCA's finding that the Project does not conflict with the MSHCP's Reserve Assembly goals. The Wildlife Agencies are concerned about potential land use adjacency impacts, and therefore support the measures identified in the RCA Findings in item "d." (pages 5-7) for the Urban/Wildland Interface Guidelines (Section 6.1.4 of the MSHCP). Please condition the Project to include these measures, specifically those related to avoiding use of invasive species and water quality. As stated in the RCA Findings in item "a.", please condition the Project to require recordation of the deed restriction as a condition of approval.	3. Comment noted and added as mitigation in the final MND.
4. The MND's mitigation measure did not indicate that the project would require notification to CDFW pursuant to Fish and Game Code Section 1602. Additionally, the IS/MND did not include a jurisdictional delineation or the full formal biological assessment for the project site. After conducting a project site visit on January 30, 2020 CDFW identified fish and wildlife resources subject to Fish and Game Code 1600 that were not included in the IS/MND. The fish and wildlife resources subject to Fish and Game Code 1600 at the project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and cultural portions of the site. These areas were supported by mulefat shrubs and two stands of cattails….To ensure compliance with Fish and Game Code section 1602, CDFW recommends a new mitigation measure include the text below: Prior to issuance if any grading or construction permit by the city, the applicant shall consult with the CDFW regarding Fish and Game Code section 1602 Streambed Alteration Agreement, the US Army Corps of Engineers regarding Clean Water Act Section 404 Permit and Regional	4. The project's jurisdictional delineation and applicable mitigation, such as the mitigation recommended by CDFW was included in the final MND.

Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The project applicant shall be required to obtain the necessary permit or provide written documentation that such permits are not needed. The project shall mitigate impacts to waters of the US and waters of the State, wetlands and riparian habitats, by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Mitigation shall be subject to pre-approval by the Regional Water Quality Control Board, US Army Corps of Engineers and California Department of Fish and Wildlife.	
5. The mitigation strategy should identify the amount (acreage) and type of mitigation and should commensurate with impacts.	5. Mitigation was added in the final MND based on the information provided in the project's jurisdictional delineation report. Mitigation includes the following: Prior to the issuance of a grading permit, to mitigate for the loss of 0.81 acres of streambed and wetlands due to project construction, the project applicant shall enter into a Streambed Alteration Agreement, Section 1600, with CDFW to replace affected streambed at a ratio not less than 2:1, as specified by CDFW. Mitigation can be done by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank.

Letter from Blum Collins, LLP dated February 10, 2020	
Comment	Response
1. The comment deadline was marked on Saturday [February 8, 2020], which makes our comments, provided to you by hand at the hearing on the project, timely.	1. The letter was not provided by hand to the city at the public hearing. The city received the letter on February 14, 2020, by mail.
2. There are single family residences to the north of the project site, but it is not clear that you conducted an operational health risk assessment, and if you did you did not disclose it.	2. See SCAQMD response 6.
3. The project assumes only 4,127 daily trips despite its large size and devotion at least in part to warehouse uses. The traffic study was not supplied. The MND does not provide us with sufficient documentation to conclude that impacts will be less than significant.	3. The project's MND cited the Traffic Impact Analysis prepared for the project. The project's traffic analysis along with all the studies cited in the IS/MND were made available to public on the city's website in the same location where the MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.
6. The MND assumes that the narrow area identified as a Conservation Easement as a result of the Crossings project across the street will survive despite the heavily industrial project that will be put adjacent to it. There is no basis for this assumption. The MND does not produce a report of the Burrowing Owl survey that was supposedly done. For that matter, the MND does not produce any additional reports, though many are referred to in the MND itself. This violates CEQA.	6. The project's technical reports cited in the MND were made available to public on the city's website in the same location where the MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.
7. The MND does not openly evaluate the GHG impacts although apparently they were modeled. This violates CEQA, and the project's impacts are likely to be significant.	7. The project's discussion on the Greenhouse Gas (GHG) modeling starts on page 58 in the final MND. The project's technical reports cited in the MND were made available to public on the city's website in the same location where the MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.

	The impacts from GHG emissions are less than significant.

COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

DATE: **February 2020** (Updated February 19, 2020)

SUBJECT: **City Responses on Comments to the Latitude Business Park MND**

Letter: Golden State Environmental Justice Alliance, January 29, 2020.

1. Project Description

Comment 1-1:

The comment is the MND does not provide a site plan that includes meaningful information such as breakdown of total building square footage, parking, and other related development standards; and only the Supplemental Traffic Analysis (STA) includes a site Plan with this information. Burying this information in the technical appendices is in violation of CEQA's requirements for meaningful disclosure (CEQA § 21003(b)). The conclusion of the comment is that an EIR must be prepared which includes a site plan that provides meaningful information that is necessary for project analysis, including a breakdown of total building square footage, parking, and other related development standards.

Response 1-1:

CEQA includes two parts; the statute and the guidelines. The statute is the law, enacted and modified by the state legislature. The guidelines are the primary rules and interpretation of CEQA. The guidelines explain how to get through the process and contain mandatory, advisory and permissive direction. CEQA § 21003 (b) is part of the statute and states:

Documents prepared pursuant to this division be organized and written in a manner that will be meaningful and useful to decisions to makers and to the public.

The comment that the MND was prepared in violation of CEQA with specific reference to CEQA § 21003 (b) does not consider the Guidelines for Implementation of the California Environmental Quality Act under Title 14 of the California Code of Regulations §§ 15000 et seq. CEQA Guidelines § 15063 (d) describes the contents of an initial study. This section states an initial study shall contain in brief form:

(1) A description of the project, including the location of the project;
(2) An identification of the environmental setting;
(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The

EXHIBIT 7

brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found;

(4) A discussion of ways to mitigate any significant effects identified;

(5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls;

(6) The name of the person or persons who prepared or participated in the Initial Study.

The Latitude Business Park initial study/MND provides the above information in brief form as allowed by CEQA Guidelines § 15063 (d). Additionally, to imply that the mitigated negative declaration does not include meaningful information and therefore warrants an EIR is not an accurate statement. CEQA § 15150 (a) clearly states *an EIR or negative declaration my incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Any incorporated document shall be considered to be set forth in full as part of the text of the environmental document. When all or part of another document is incorporated by reference, that document shall be made available to the public for inspection at the City's offices. The environmental document shall state where incorporated documents will be available for inspection.*

Furthermore, CEQA § 15151 describes the standards for adequacy of an EIR. This section clearly states that *an evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible*. The project information provided in the Latitude Business Park MND describes the scope of the project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate and provides the reader an understanding of the project being discussed in the initial study/MND. Additionally, the technical studies were also cited throughout the document based on the project. The technical studies were made available to the public on the city's website and were placed in the same location where the initial study/MND was made available. Therefore, the public has access to the information being referenced in the initial study/MND.

Comment 1-2:

The MND and STA Site Plan are also inconsistent. For example, the MND states the project proposes 535,205 sf of warehousing while the STA Site Plan depicts 695,978 sf of warehousing. The MND states the project proposes 159,744 sf of manufacturing while the STA Site Plan depicts 255,805 sf of warehousing. The MND is inconsistent and unreliable as an informational document. A project EIR must be prepared which is internally consistent and provides accurate square footage of each proposed use. The square footage of each proposed use must be utilized consistently throughout all portions and topics of environmental analysis.

Response 1-2:

The letter fails to recognize that the narrative in the Supplement Traffic Analysis dated November 29, 2019 and the Updated Project Trip Generation Forecast provided in Table A of the Supplemental TIA correctly notes the building square footages used for the traffic analysis. The square footages described in the Supplemental Traffic Analysis are identical to the square footages provided in the initial study/MND project description. Therefore, the results of the analysis were done based on the square footages noted in the trip generation forecast table. Also, the project's site plan is being reviewed by application Precise Plan 2019-0001 which shows the square footages of the project to be consistent with the project description of initial study/MND.

2. Population and Housing

Comment 2-1:

The comment is the MND concludes that the project will not induce substantial population growth but would increase the city's service population and not the city's overall residential population. No employment generation estimates were provided to support this conclusion. The comment further states that although Corona's General Plan does not include employment generation estimates by land use or a square feet per employee factor, Appendix E – *Socioeconomic Build-out Projections Assumptions and Methodology* of the Riverside County's General Plan does include employment generation ratios. If the city were to utilize the Riverside County General Plan, the project would generate 1,167 employees.

The comment is the MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. In order to comply with CEQA's requirements for meaningful disclosure, a project EIR must be prepared which provides an accurate estimate of employees generated by all uses of the proposed project according to the Riverside County General Plan employment generation ratios or a project specific employment generation study. It must also provide demographic and geographic information on the location of qualified workers to fill these employment positions.

Response 2-1:

The Latitude Business Park initial study/MND states that the General Plan designation of the project site is Light Industrial. The initial study/MND further states the city's General Plan was last updated in 2004 and the project site was designated light industrial under the General Plan Update and that no change to the General Plan land use on the project site has occurred since 2004.

The General Plan EIR (2004), Table 3-1, *City of Corona Potential New Development* discusses new development that could occur under the General Plan Update and covers residential, commercial and industrial land uses. The project site was included in the estimated potential new development category for industrial. The information provided in Table 3-1 was then used in the General Plan EIR to determine potential residential population growth and potential new employment generation. Table 4.3-5, *Potential New Employment Generation* includes potential employment generated from new commercial and industrial land uses under the General Plan Update. Therefore, service population growth anticipated from the project site was already considered and analyzed in the General Plan EIR (2004) and General Plan Update. This information will be added to the Final MND to provide clarity on the analysis already by the 2004 General Plan Update.

3. Geologic Problems

Comment 3-1:

The comment is the project grading described in the MND which involves 735,000 cubic yards of cut and 673,000 cubic yards of fill will balance the site even though there will be a minimum 62,000 cubic yard surplus soil. The MND does not indicate if the reduced 0.5 cut ratio described was included for analysis, whether as part of the 62,000 cubic yard surplus or otherwise. Also, there is no mechanism for public verification of conclusions made by the MND, such as a grading plan. A project EIR must be prepared to provide supporting evidence to demonstrate how project grading will balance onsite, including a grading plan, in order to adequately and accurately analyze all potentially significant environmental impacts.

Response 3-1:

The initial study/MND prepared for the Latitude Business Park was based on the Tentative Tract Map 37608 and Precise Plan 2019-0001 applications submitted for the project. These applications are noted in the initial study/MND and are public record and available to public if requested. The Precise Plan 2019-0001 application contains a preliminary grading plan and site plan for the project. Therefore, on-site grading conditions were evaluated for the project site.

4. Air Quality

Comment 4-1:

The CalEEMod output sheets do not accurately model the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse.

Response 4-1:

As indicated in the initial study/MND under operational emissions the air quality assessment was prepared using the project's initial traffic impact analysis that analyzed 1,124,290 square feet of total building area. The project was reduced by 49,519 square feet resulting in a total building square footage of 1,074,771. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The air quality assessment dated June 24, 2019, concluded that the project at 1,124,290 square feet of building area (breakdown: office 148,000 square feet, industrial park 456,629 square feet, and warehouse 519,665 square feet) was below emission thresholds established by AQMD for construction and operation. This information is provided in Table 1 below.

However, to further demonstrate that the project at the slightly higher warehouse square footage (535,205 square feet) is still within established emission thresholds, the CalEEMod was redone. The updated CalEEMod dated February 13, 2020, included the revised warehouse square footage and the addition of the parking lot containing 2,247 parking spaces. Construction emissions under this scenario are shown in Table 2 and operational emissions are shown in Table 3. Additionally, the parking lot was included in the modeling based on the comment that the air quality modeling did not include the use of the parking lot.

Table 1: Expected Daily Pollutant from Air Quality Assessment dated June 24, 2019

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	7.09	35.02	95.55	0.36	30.21	8.26
Total with Design Features (Lb/Day)	**31.31**	**35.85**	**96.36**	**0.36**	**30.27**	**8.32**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	6.80	35.79	89.69	0.34	30.21	8.27
Total with Design Features (Lb/Day)	**31.02**	**36.61**	**90.50**	**0.35**	**30.27**	**8.33**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

Tables 2 and 3
Expected Construction and Operation Emissions with 2,247 parking spaces and updated Warehouse SF
(February 13, 2020)

Table 2: Updated Construction

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
Worst Case Construction	39.94	39.40	68.12	0.23	18.27	0.30	18.33	9.98	0.28	10.05
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	-	-	**150**	-	-	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	-	-	**No**	-	-	**No**

Table 3: Updated Operations

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	**31.45**	**48.35**	**101.56**	**0.43**	**32.95**	**9.26**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Total with Design Features (Lb/Day)	**31.22**	**49.36**	**94.97**	**0.41**	**32.96**	**9.26**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

The emission thresholds based on the increased warehouse square footage and parking lot continues to be less than significant.

This information will be updated in the project's Final MND.

Comment 4-2:

No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing.

Response 4-2:

The CalEEMod analysis utilized the Industrial Park land use which is a more conservative options since energy usage in an industrial park is higher than manufacturing, and water and solid waste is the same intensity with respect to water and solid waste usage. Therefore, the analysis would adequately represent the proposed project. Data verification for each use can be identified within Appendix D of the CalEEMod User Guide provided by South Coast, comparing manufacturing with industrial park.

http://www.aqmd.gov/caleemod/user's-guide

Comment 4-3:

The CalEEMod output sheets do not model any of the proposed warehouse space as refrigerated/cold storage. At least 50% of the proposed warehouse space must be modeled as refrigerated/cold storage, which is especially necessary as the noise analysis states that trucks utilizing the project site will "consist of regular trucks and refrigerated trucks." An EIR must be prepared which models the at least 50% of the proposed warehouse space as refrigerated warehouse in order to present an accurate analysis of the project's potentially significant Air Quality, Energy, and Greenhouse Gas impacts.

Response 4-3:

There is no rule, regulation or cited source provided by the commenter that requires the project to model 50% of the proposed warehouse space as refrigerated/cold storage. This is an arbitrary number with no justification.

Comment 4-4:

The CalEEMod output sheets further misrepresent the project because the analysis is inconsistent with the project description. The project description states that construction will occur in two phases. Phase 1 will construct 752,889 sf of buildings in the central/east area of the site and Phase 2 will construct 321,882 sf of buildings on the west side of the site. The CalEEMod output sheets only modeled project construction as one phase, which does not capture the potentially significant air quality impacts resulting from overlap of Phase 1 operations and Phase 2 construction.

Response 4-4:

To balance the amount of earthwork across the entire site the project site will be graded in a single phase. However, the construction of the buildings can occur over time depending on the market.

The air quality analysis assumed a worst-case scenario by showing construction in single phase. In fact, the commenters scenario for a phased construction approach would result in construction emissions that are less than the project's worst-case scenario.

To demonstrate, if both 100% construction and 100% operations occurred at the same time the project's emissions would still be less than significant (Table 4). Using this information, a phased construction scenario with a partial occupancy would continue to be less than significant.

Additionally, to respond to the comment that the parking lot along with the truck parking spaces was not included in the air quality modeling, this information was also provided in Table 4. The results show that the project's emissions would be less than significant as they would not exceed the thresholds established by AQMD. The updated CalEEMod dated February 13, 2020 will be provided in the Final MND and available on the city website at https://www.coronaca.gov/government/departments-divisions/building/projects.

Table 4 Expected Construction and Operational Emissions with 2,247 Parking Spaces

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
50% Construction as updated to include land use in Table 1 and updated traffic (lb/day)	19.97	19.70	34.06	0.12	9.14	0.15	9.17	4.99	0.14	5.03
50% operational emissions as updated to include land use in Table 1 and updated traffic (lb/day)	15.725	24.175	50.78	0.215	16.475	4.63	15.725	24.175	50.78	0.215
Total (Lb/day)	**35.70**	**43.88**	**84.84**	**0.34**	**25.62**	**4.78**	**24.90**	**29.17**	**50.92**	**5.25**
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	-	-	**150**	-	-	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	-	-	**No**	-	-	**No**

Comment 4-5:

Corona Municipal Code Section 17.84.040 permits construction activity between the hours of 7:00 A.M. - 8:00 P.M. Monday through Saturday and 10:00 A.M. - 6:00 P.M. on Sundays/federal holidays. The MND does not provide a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 13 hours on weekdays and Saturday plus 8 hours on Sunday. It is legal for construction to occur for much longer hours and more days (7 days per week including Saturday and Sunday, 365 days per year) than modeled in the AQA. The Air Quality modeling must be revised to account for these legally possible longer construction days and increased number of construction days.

Response 4-5:

The project's air quality modeling under CalEEMod considered a typical work week, Monday through Friday, with construction activity occurring within an 8 hour work day. The city's municipal code provides hours of opportunities for construction activity but does not mean all construction

projects would work continuously within the hours allowed by the Corona Municipal Code. The air quality assessment used a typical work week schedule and typical working hours for the project, which is a reasonable assumption for the project.

Comment 4-6:

The LST analysis includes modeling of four sensitive receptors “at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles.” There is no other information given regarding the exact location of the sensitive receptors or the distance from the project site utilized for modeling and analysis. The nearest residences are located across Liberty Ave., which are approximately 25 feet from the site and must be modeled at this distance for analysis.

Response 4-6:

The LST (localized significance thresholds) analysis has been prepared similar to SCAQMDs LST lookup charts starting at 25 meters from the project boundary. Figure 3-B of the Air Quality Assessment shows how the contours were set up using boundary receptors. These receptors are touching the worst-case residential receptors and LST impacts were found to be less than significant at these locations.

Comment 4-7:

The MND does not indicate that any schoolchild or worker modeling was including for analysis, which is vital since El Cerrito Middle School is approximately 1,600 feet from the project site and businesses are also located approximately 25 feet from the project site across Liberty Ave. and approximately 93 feet from the project site across Tom Barnes St. A project EIR must be prepared to include this analysis in order to provide an accurate analysis of all potentially significant environmental impacts.

Response 4-7:

Figure 3-A of the Air Quality Assessment shows how the health risk model was prepared and identifies sensitive receptors representative of the project area. Sensitive receptors are homes and schools and not businesses. However, because residential properties are located north of the project in addition to businesses, the businesses are also represented in the health risk assessment model due the location. Cancer risk calculations includes human age sensitivities from newborns to adult and have been calculated at these sensitive receptor locations and were found to be less than significant through using Tier 4 diesel construction equipment. The City will require that all equipment onsite during construction is Tier 4. Sensitive receptors further away from the project site would be exposed to fewer project emissions and would therefore be less than significant.

Comment 4-8:

The MND only discusses odors related to construction and does not provide any analysis of potentially offensive odors generated with project operations. The MND concludes that construction odors are “short term” and therefore not considered an impact, but does not include a CEQA exemption or reference for this conclusion. Additionally, uses that are permitted by right at the project site include facilities that may result in objectionable odors, such as food processing, fiberglass and acid manufacturing, and rubber reclaiming. The MND is inadequate and avoids

discussion regarding the potentially objectionable operational odors by not disclosing the types of uses that may operate at the property. A project EIR must be prepared to include analysis of operational odors with a use analysis that includes all types of permitted uses at the project site, including those that emit objectionable odors.

Response 4-8:

Future business operations are required to obtain necessary regulatory permits from AQMD, if necessary, for their operation. Industrial buildings over time are re-occupied with new businesses and not every new business is subject to discretionary review under CEQA. However, certain businesses may be subject to certain regulatory permits, which are considered ministerial under CEQA. New businesses would only be subject to CEQA if the proposed use requires discretionary review by the zoning of the property. Therefore, this project is not required to assess every type of business that could potentially occupy the buildings. The uses for the buildings are required to adhere to the light industrial zoning of the property, which already describe the types of uses allowed in this zone.

Comment 4-9:

The MND includes Mitigation Measure (MM) 5-1 which states: MM 5-1:

The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.

However, MM 5-1 is unenforceable as there is no enforcement entity, field verification, or lead agency oversight component. An EIR must be prepared with revised Mitigation Measures to include consistent and timely verification of compliance by the lead agency throughout the duration of project construction in order to comply with CEQA § 15126.4 (a)(2).

Response 4-9:

The city's field inspectors do on-site preconstruction meetings with project contractors. Specific mitigation associated with the project is verified by field staff. Additional language will be added in the Final MND.

5. Transportation/Traffic

Comment 5-1:

Table 5-1 Project Trip Generation Rates and Forecast of the Traffic Appendix does not accurately reflect the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse. No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing. A project EIR must be prepared which includes a trip generation analysis that accurately reflects the proposed project. Additionally, the Study Area must be expanded to include the following traffic facilities: *Freeway Merge/Diverge* I-15 at CA-91 I-15 at I-210 Page of 7 11 I-15 at I-10 I-15 at CA-60

Response 5-1:

See Response 1-2. Additionally, the freeway interchanges are beyond the study area defined by the City TIA Scoping process.

Comment 5-2:

The assessment of fees here is not adequate mitigation as there is no evidence mitigation will actually result (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.).. An assessment of fees is appropriate when linked to a specific mitigation program, which the MND has not identified. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our* Page of 8 11 *Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.). The lead agency is unable to ensure that the fair share fees will be utilized to construct the improvements identified in MM 6-2, MM 6-5, MM 6-6 and MM 6-7. An EIR must be prepared for the project, including meaningful analysis regarding the traffic impacts if MM 6-2, MM 6-5, MM 6-6 and MM 6-7 are not constructed. The proposed mitigation measures represent uncertain mitigation and is improperly deferred in violation of CEQA. In order to reasonably achieve mitigation, the improvements could be required to be constructed by the project applicant prior to building occupancy.

Response 5-2:

The recommended traffic improvements are either part of a City/County improvement project or consistent with the General Plan Circulation Element and therefore a fair share contribution is appropriate. The mitigation measures indicate the project's fair share contribution toward the cost of future improvements. Certain traffic improvements are required to be either constructed or guaranteed to be constructed by the developer either prior to the issuance of the first building permit or prior to map recordation, whichever occurs first. Therefore, the city's collection of fees for improvements that are not warranted at project opening, but may be warranted in the future are being paid prior to project opening and not being deferred. Traffic improvements that are 100% responsible by the project are required to be constructed prior to project opening.

6. Noise

Comment 6-1:

The MND is erroneous in stating that the site "will be mass graded in one phase." The project description states that the project will be developed in two phases. A project EIR must be prepared which analyzes a worst-case scenario consistent with the project description - Phase 1 of the site will be graded, then constructed, and become operational while Phase 2 of the site is graded and then constructed.

Response 6-1:

See Response 4-4. The noise analysis was done using the worse-case scenario.

Comment 6-2:

The MND and Noise Analysis do not include any on-site noise measurements to establish baseline noise levels at the project site or nearby residences. The MND is not an adequate informational document and a project EIR must be prepared to establish baseline noise levels for the project site, nearby residences, and El Cerrito Middle School in order to provide an accurate and adequate analysis of all potentially significant noise impacts generated by the proposed project.

Response 6-2:

Direct noise impacts, truck noise and HVAC noise levels are discussed in the initial study/MND. Furthermore, all businesses operations, except for loading and unloading activities will be done inside the industrial buildings. Also, the El Cerrito Specific Plan prohibits the outside storage of materials and outdoor services within Planning Areas 1 and 2 of the Light Industrial designation, which is the project site location.

Comment 6-3:

The MND concludes that because "construction noise is of short-term duration" it "will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City." The MND and Noise Analysis do not provide any meaningful analysis, quantified estimates, or supporting evidence to support the conclusion that construction noise impacts will be less than significant. An EIR must be prepared which includes a project specific technical Noise Analysis for construction of the proposed project.

Response 6-3:

Construction noise associated with construction equipment was provided in the initial study/MND (Table 10-5). Also, the Corona Municipal Code, Section 17.84.040 (D)(2) makes special provision for construction noise. Construction noise is recognized as noise which is disturbing, excessive or offensive and constitutes a nuisance involving discomfort or annoyance to persons of normal sensitivity residing in the area, which is generated by the use of any tools, machinery or equipment used in connection with construction operations. For this reason, construction noise is limited to certain hours of the day and identified in the initial study/MND. Also, construction will be done in stages with certain equipment being on the site on different days. A construction phasing schedule was provided in the Air Quality section of the initial study in Table 5-3. This table demonstrates the types of equipment that would be on the project site at a given time. Mitigation was also applied to the project that requires construction equipment to be staged on the project site that has the greatest distance to noise sensitive receptors.

7. Energy

Comment 7-1:

The MND concludes that because the project is within "walking distance" of the Corona Cruiser Red Line, VMT would be reduced and the project would have a less than significant energy impact. The MND does not provide quantified or meaningful supporting evidence to assert this conclusion. For example, there is no exact distance given to the Red Line or an estimate of how many employees may use the service. There are no implementation plans discussed for public transit, such as employee rideshares, carpools, or advertising/incentives for employees to use the Red Line. There

is also no discussion regarding reduced truck/trailer trips to support reduction of energy consumption.

Response 7-1:

The project is located less than .5 miles from the nearest transit area which could reduce daily trips from employees. Also, the initial study/MND talked about the nearby commercial retail services and eating establishments available within walking distance to future employees due to the location of The Crossings shopping center located directly south of the project site. Because these services are within walking distance, mid-day vehicle trips from the project site are likely to be reduced. Also, new construction projects are required to comply with the California Green Building Standards Code (2019). In this particular case, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. Based on this table, the project would be required to provide EV charging stations at six percent of the total number of actual parking spaces. Compliance with the California Green Building Standards Code is checked by city staff during the plan check process and prior to the issuance of a building permit. This language will be updated in the Final MND.

Comment 7-2:

The MND and Energy Analysis Appendix are inconsistent. The Energy Analysis Appendix utilizes uncertain language by stating that the project "will *likely* be required by the City to provide the wiring and a dedicated space(s) and for multiple electric vehicle charging stations within parking areas of the facility." Given the coordination with the lead agency required to produce a MND, it must be known whether or not this will be required and if it has potential to contribute towards the project's energy reduction capabilities. The MND does not discuss this point from the Appendix and instead states that there is "an electric vehicle charging station located adjacent to the project site within the parking lot of the shopping center near Target. Therefore, employees will have access to vehicle charging stations within walking distance to the project." The capabilities of adjacent properties cannot be utilized for energy consumption reduction of the proposed project. The proposed project must offer electric vehicle charging stations onsite in order to utilize that energy savings as a contribution towards a less than significant energy impact.

Response 7-2:

See response 7-1 on the requirement of EV charging stations for the project.

Comment 7-3:

It must also be noted that the text of the MND and Energy Analysis Appendix contain a mitigation measure for project construction that is not discussed or included in the Mitigation Monitoring and Reporting Program (MMRP).

Response 7-3:

The Energy Analysis Appendix references mitigation measures that include using cleaner engines for construction equipment, high efficiency lighting and recycling and compost services. The initial

study/MND already has a mitigation measure that requires the project to use Tier 4 diesel construction equipment. Also, it is mandatory that all new construction comply with the latest adopted California Building Standards Code and the California Green Building Standards Code. The California Green Building Standards Code references mandatory energy efficiency standards for nonresidential projects in Chapter 5, Division 5.2. Because this is a mandatory requirement for all new construction a separate mitigation measure is not required. Finally, the project is required to comply with all applicable ordinances governed by the Corona Municipal Code. The Corona Municipal, Chapter 8.20, Collection of Refuse and Recyclable Materials, as amended by the City Council on February 5, 2020, mandates recycling requirements for commercial facilities. The amended ordinance is scheduled for adoption on February 19, 2020. Because this requirement is enacted by city ordinance a separate mitigation measure is not required.

Letter: Better Neighborhoods, January 31, 2020

Comment 8-1:

We don't find out until page 38 of the Report discussing water usage that "The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years," which contradicts statements in several of the appendices indicating that construction would be complete within two years. Which is correct?

Response 8-2:

The report states <u>within</u> five years for Phase 1 and <u>within</u> 10 years for Phase 2. This means that each phase of the project can occur now and within the years specified. It does not say Phase 2 will occur 10 years later. The Water Supply Assessment analysis concluded that there is sufficient water supply projecting through 2040 for all phases of the project.

Comment 8-2:

Use is a crucial feature in every development application. Use very much determines the type of analysis to apply under the California Environmental Quality Act (CEQA). As tenants apply to become occupants at the Project, CEQA would almost certainly require new and updated analysis - studies based on actual fact, not notion or unexplained 'guesstimates'. Use might also prompt the need for changes to the proposed buildings. Why not wait until at least several tenancies are certain?

Response 8-2:

Industrial buildings over time are re-occupied with new businesses and not every new business is subject to discretionary review under CEQA. However, certain businesses may be subject to certain regulatory permits, which are considered ministerial under CEQA. New businesses would only be subject to CEQA if the proposed use requires discretionary review by the zoning of the property. Therefore, this project is not required to assess every type of business that could potentially occupy the buildings. The uses for the buildings are required to adhere to the light industrial zoning of the property, which already describe the types of uses allowed in this zone and therefore the project site.

Comment 8-3:

How do we know the Project site would support improvements of the size and scale contemplated? Latitude Phase I Environmental Part 1 study at page nine states that the site manager was unable to locate prior environmental assessment/s of the Project site – an extraordinary revelation considering the site's previous use as a sand mine that supposedly underwent reclamation. "The mining operation ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit." (Report, p. 3).

Why are there no records of the reclamation? How do we know whether clean-up is complete? Has the Department of Toxic Substances Control (DTSUC) been consulted?

Response 8-3:

The city's Community Development Department as well as the Office of Mine Reclamation (OMR) have records of the reclamation plan for the former Corona Sand Mine. The city has written verification from OMR dated September 29, 2015, that OMR staff inspected the site on September 16, 2015 and concurred with the city's certification that the mine site had been substantially reclaimed in accordance with the approved reclamation plan. OMR further confirmed that city fulfilled the requirements of CCR Section 3805.5.

Comment 8-4:

There is insufficient information for CEQA analysis of the Project site particularly regarding geology and soils, which may not even support the proposed Project. Nor does Part 2 of the environmental assessment assist. Why isn't this information available? Why commission a geotechnical study on the basis of incomplete information?

Response 8-4:

The end of the initial study discloses the documents incorporated by reference. The initial study states where the Preliminary Geotechnical Report is located, which is Appendix B of the Preliminary WQMP. The sources cited were made available on the city's website.

Comment 8-5:

According to the Report at page 42, "The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area." Expected by whom? There are no drawings of the proposed buildings or descriptions or photos of the surrounding area by which to gauge whether an empty industrial park of 15 buildings of assorted size would degrade the visual character of the site and surrounding area. Do empty super-sized industrial parks typically improve the look of ***any*** neighborhood?

Response 8-5:

The initial study/MND identifies the project title applications associated with the project. The site plan and architecture of the buildings associated with the project are provided as part of Precise Plan 2019-0001. The project applications are available for public review at the city's Community Development Department. This information can also be provided to the public upon request.

Also, the initial study describes the surrounding area and provides an aerial photograph of the project site and surrounding area. The project site is surrounded by urban uses and is adjacent to a regional retail shopping center to the south. The regional shopping center contains just over 1 million square feet of building area, paved parking and landscaping.

Comment 8-6:

"The proposed Project consists of multiple industrial/office/warehousing buildings totaling 519,665 SF of industrial usage and 456,629 Square Feet (SF) of warehousing usage and 148,000 industrial offices within a 66-acre project site (different from 75 acres in the Project Description). The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. It's expected that the project would be fully operational in 2022." (Latitude Air Quality Analysis, Executive Summary).

This is inconsistent with the Report, which suggests the Project may be in limbo for as long as 10 years. Which is correct? What does "fully operational" mean when there are no prospective tenants? How does an expert study the impact on air quality for an undetermined use?

Response 8-6:

The initial study stated the project would be developed in two phases. The initial study never stated the project would be in limbo for 10 years.

Comment 8-7:

"Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. The CalEEMod input/output model is shown in Attachment A to this report." (Latitude Air Quality Analysis, p.14)

Nowhere does Attachment A explain the basis of the author's calculations obtained without knowing how each of the buildings at the Project site would be used if at all. Nor is there any explanation of the basis for construction emissions calculations – not surprising as the actual construction period is also uncertain. What are all the speculative trip summaries based on, one wonders? Pages and pages of unexplained statistics does not constitute proper CEQA analysis of a Project's impact on air quality. Could the City explain in plain language the significance of ***any*** of the charts provided in the Latitude Air Quality Analysis?

Response 8-7:

See responses 4-1, 4-2 and 4-4.

Comment 8-8:

According to the Environmental Checklist on page 7 of the Report, "The project site being developed for light industrial purposes and would not induce substantial population growth in the city. The project would increase the city's service population, but not the city's overall residential population." Won't prospective tenants and their employees want to live close to work? Won't their businesses attract new suppliers, who might also wish to live closer to their clients?

Response 8-8:

See Response 2-1.

Comment 8-9:

Latitude Phase I Environmental Parts 1 and 2 is based on incomplete information and as such, there is insufficient information not only for CEQA purposes. There is no evidence to show whether the site would safely support the Project as proposed.

The lack of information regarding mine reclamation is especially troubling. The method of reclamation might have had significant environmental effects, which might have required the preparation of a new EIR. *Sierra Club v. County of Sonoma*, 6 Cal. App. 4th 1307, 8 Cal. Rptr. 2d 473, 1992 Cal. App. LEXIS 672, 92 Cal. Daily Op. Service 4543, 92 Daily Journal DAR 7195 (Cal. App. 1st Dist. May 28, 1992).

Was an EIR completed regarding the site reclamation? If so, has the City compared the methodology applied with today's standards to determine whether a new EIR might be required?

Response 8-9:

See Responses 8-3 and 8-4.

Comment 8-10:

According to the Report at page 17, "Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes." Why four lanes?

Response 8-10:

Temescal Canyon Road is being improved according the city's General Plan Circulation Element and Riverside County's General Plan. The city's General Plan identifies Temescal Canyon Road as a major arterial 4 lane road.

Comment 8-11:

"The Project is expected to generate 4,127 daily trips, 471 (382 inbound, 89 outbound) AM peak hour trips, and 480 (102 inbound, 378 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE)." (Latitude Traffic Impact Analysis, Executive Summary).

What is the basis of this calculation obtained without knowing how or by whom the Project would be used? Why Year 2040 calculations and what is their basis?

Response 8-11:

The Supplement Traffic Analysis dated November 29, 2019 and the Updated Project Trip Generation Forecast provided in Table A of the report correctly notes the building square footages for each land use used for the traffic analysis.

The traffic analysis is also required to look at traffic impacts in the city's build out condition, which is

Year 2040.

Comment 8-12:

Nowhere does the Latitude Noise Analysis explain the basis of the speculative estimates from which its noise calculations derive without knowing how exactly the Project would be used. This study is pure speculation and as such does not constitute proper CEQA analysis of the Project's potential noise impact – especially important when sensitive receptors are just 800 feet away.

Response 8-12:

See Response 6-2.

Comment 8-13:

There is no proper analysis of the Project's impact on water. How could there be when there is no information regarding the site's previous use as a mine or whether the reclamation was properly completed? There is nothing to explain what toxins may remain at the site or the impact mining activities may have had on the groundwater.

Response 8-13:

The Phase 1 Environmental Site Assessment prepared for the project was discussed under the Hazards and Hazardous Materials section of the initial study. The initial study also indicated research was done through the U.S. Environmental Protection Agency database and Department of Toxic Substances Control's database and that based on field observations and literature review the site does not have hazardous materials.

Comment 8-14:

The Latitude Water Supply Analysis appendix fails to explain the basis of its water use calculation. Has the water district been consulted?

Response 8-14:

The City of Corona operates its own water agency under the Corona Department of Water and Power. The Water Supply Assessment was commissioned by the City of Corona and approved by the Corona Department of Water and Power.

File #: 20-0151

PLANNING AND HOUSING COMMISSION
STAFF REPORT

DATE: 2/24/2020

TO: Honorable Chair and Commissioners

FROM: Community Development Department

APPLICATION REQUEST:
PM 37608 (CONTINUED): Parcel map application to subdivide 74.80 acres into 13 numbered lots for light industrial purposes, two lettered lots for street dedication purposes, and two lettered lots for conservation area purposes located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan (Applicant: Patrick Tritz, Latitude Business Park, LLC (Rexco Development), 2518 N. Santiago Blvd., Orange, CA 92867).

RECOMMENDED ACTION:
That the Planning and Housing Commission recommend adoption the Mitigated Negative Declaration and Mitigation Monitoring Plan and **APPROVAL of PM 37608** 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: 74.80 acres
Existing Zoning: Light Industrial (LI) designation, El Cerrito Specific Plan (SP91-02)
Existing General Plan: Light Industrial (LI)
Existing Land Use: Vacant
Proposed Land Use: 13 light industrial buildings
Surrounding Zoning/Land Uses:
N: R-A-20000 (Residential Agricultural, 20,000 SF minimum lot size), R-1-20000 (Residential One-Family Dwellings, 20,000 SF minimum lot size), and M-SC (Manufacturing-Service Commercial) / Residential neighborhood, nursery, concrete manufacturing, tire shop, and miscellaneous light industrial/office uses (Unincorporated Riverside County)
E: M-SC (Manufacturing-Service Commercial) / Recreational vehicle storage facility (Unincorporated Riverside County)
S: Commercial Center of El Cerrito Specific Plan / The Crossings at Corona retail center
W: Interstate 15

EXHIBIT 8

BACKGROUND

Planning and Housing Commission Meeting, February 10, 2020

The Planning and Housing Commission at its meeting on February 10, 2020, held a public hearing on the project. The Planning and Housing Commission continued the public hearing on the project to February 24, 2020 due to comment letters that were received on the initial study/mitigated negative declaration. The city received comment letters from the South Coast Air Quality Management District dated February 7, 2020, Department of Justice, Attorney General Office dated February 7, 2020, and California Department of Fish and Wildlife dated February 7, 2020. Because the letters were received after the posting of the agenda, city staff was not able to provide responses within a reasonable amount of time for the Planning and Housing Commission to review. The Commission wanted an opportunity for staff to provide responses to the comments received on the project and wanted an opportunity to review the responses.

Responses to the comment letters received on the initial study/mitigated negative declaration are provided as Exhibit I and Exhibit N. The responses provided in Exhibit I were part of the initial agenda packet distributed for the February 10, 2020 meeting. Some of the responses in that memo have been updated and the responses to the comments from the California Department of Fish and Wildlife were removed and included in Exhibit V. Exhibit N are the responses to the comment letters received from South Coast AQMD, Department of Justice, Attorney General Office, and California Department of Fish and Wildlife. An additional letter was received after the close of the comment period on the initial study/mitigated negative declaration. The letter was from Blum Collins LLP dated February 10, 2020 but received on February 14, 2020. Responses to this letter have also been provided in Exhibit I.

There are no design changes to the project, therefore, the overall description of the project remains the same from the initial public hearing.

Updated conditions of approval have been provided and included in Exhibit B. One new condition worth noting is Planning Condition #6. This condition states:

The city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.

This condition was placed on the project in response to some of the comments regarding transport refrigeration units (TRUs) being used in the project, but not analyzed in project's air quality modeling. The applicant is not proposing cold storage warehouse for the project and therefore TRUs were not analyzed. The condition would result in a zoning restriction on the property that would not allow cold storage warehouse. However, if a future property owner desires to have cold storage warehouse additional analysis under CEQA would be required before the use is allowed on the project site.

Project Background

The 74.8-acre project site is a former sand mine, closed in 1997 and reclaimed under the terms of a

surface mining permit. Post-mining closure included grading that created the existing gently sloping terrain with a few areas of 2:1 cut and fill slopes. The site slopes to the east and toward existing storm drainage systems. An existing drainage course containing Joseph Canyon Wash is located along the site's southern boundary, north of Tom Barnes Road.

The subject application, Parcel Map 37608, is associated with Precise Plan 2019-0001 (PP2019-0001), which is for the review of 15 light industrial buildings and associated parking, on-site circulation, and landscaping proposed for the project site. Both applications are being processed for concurrent approvals.

The project was initially reviewed by city staff as DPR2018-0015 and DPR2018-0016 on September 20, 2018. The applicant, Rexco Development, formally submitted PM 37608 and PP2019-0001 to the City on February 15, 2019, which were reviewed by staff at the Project and Environmental Review Committee on March 14, 2019 and determined to be incomplete. The applicant submitted the revised items to staff over time and the applications were considered complete on January 21, 2020 and cleared for public hearing before the Planning and Housing Commission on February 10, 2020.

PROJECT DESCRIPTION

As shown in Exhibit A, PM 37608 is a proposal to re-subdivide approximately 22 existing parcels into 13 parcels for development of a new industrial park consisting of 15 light industrial, manufacturing and warehousing buildings, private roadways, and drainage features. A site plan depicting the proposed development being reviewed under PP2019-0001 is attached as Exhibit C for reference. The internal roadway system is proposed to consist of private roadways owned and maintained by the property owner(s). A property owners association will maintain all areas considered common areas including slopes, landscaped areas, and private roadways within the development.

The El Cerrito Specific Plan provides that the development standards of the City's M-1 (Light Manufacturing) zone shall apply to the Light Industrial designation of the Specific Plan. Under the M-1 zone, newly created lots shall meet the following minimum lot area, width, and depth requirements:

Minimum parcel size: 20,000 SF
Minimum lot width: 100 feet
Minimum lot depth: 150 feet

A summary of the proposed parcels in PM 37608 is provided in Table A below.

TABLE A
PARCEL SUMMARY FOR PM 37608

Parcel No.	Area (SF[1]/Acres)	Width	Depth
1	423,747 / 9.93	560	629
2	182,740 / 4.20	430	334
3	142,025 / 3.26	448	300
4	101,535 / 2.33	350	290
5	87,720 / 2.01	280	298
6	105,890 / 2.43	240	355

7	134,279 / 3.08	135	649
8	81,672 / 1.87	464	116
9	202,226 / 4.64	360	476
10	525,709 / 12.07	586	908
11	171,655 / 3.94	320	456
12	237,536 / 5.45	370	595
13	785,461 / 18.03	730	900

1. All sizes shown are gross acres.

All of proposed parcels meet the minimum lot area, width, and depth standards for the M-1 zone and therefore, comply with the LI designation. All of the proposed lots have access via internal private roadways, which are designed by easements as shown on page 3 of the proposed parcel map.

The proposed parcel map also creates four lettered lots:

- Lots A and B will include portions of the Joseph Canyon Wash, which will be retained as habitat areas. Through discussions with the California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and Regional Water Quality Control Board, which all have jurisdiction over the wash, the applicant has agreed to establish an easement over Lots A and B for conservation purposes. Also, the applicant will pay an in-lieu fee as mitigation to a conservancy who would maintain the wash in perpetuity or purchase mitigation credits in an established mitigation bank as an alternative. In addition, the development is providing a landscape buffer that ranges from 5 feet to 65 feet wide along the north side of the conservation easement (Lots A and B). This area will be landscaped with native plant species.
- Lot C is for the dedication of right-of-way along Temescal Canyon Road.
- Lot J is for the re-dedication of right-of-way along the east half of Corona Street, which is currently an unimproved street located at the northwest corner of the project site. The street will remain unimproved at this time as the project will not be taking access from Corona Street. Two adjacent vacant parcels located west of Lot J which are identified as “Not A Part” on the parcel map also have access rights to Corona Street. Should the vacant parcels be developed in the future by the owner of those parcels, Corona Street may be improved at that time.

ACCESS AND CIRCULATION

All of the proposed parcels will have access via the internal private roadway system, which will be connected to the public roadway system at two locations on Tom Barnes Road. None of the parcels will have direct access to a public street. Development of the site will include the construction of two bridge crossings to carry the private internal roadways over the existing drainage channel (Joseph Canyon Wash) to connect with Tom Barnes Road.

The portion of Temescal Canyon Road adjacent to the site is partially improved, and will require widening and the installation of curb, gutter, sidewalk, and landscaping.

Tom Barnes Road adjacent to the site is fully improved with paving, curb, gutter, and sidewalk, excep

for a small portion of the roadway at its western end, where a small increase in the width of the roadway is required.

No direct connection is proposed to the roadway to the north of the project (La Gloria Street/Liberty Avenue), which are located within the jurisdiction of Riverside County. Also, the applicant will not be responsible for improving this roadway as part of this development, as the prior owner (Castle & Cooke) had already paid to the County of Riverside Transportation Department a fair-share fee for the pavement of this roadway in 2008 during a previous subdivision (Parcel Map 29503) involving the project site. Instead of requiring Castle & Cooke to have the improvements be done at that time, the County negotiated an agreement with Castle & Cooke to pay the fee for the roadway improvements. The funds would be used in the future to provide some improvements to these streets, if requested by the County residents, or used on other roads in the adjacent area for the benefit of these residents. A copy of this letter is attached to the precise plan staff report (PP2019-0001, Exhibit I). Therefore, the project's obligation for any improvements on Liberty and La Gloria has been met.

Although the project is not responsible for improving Liberty and La Gloria, the City did receive a written response from the County Transportation Department, dated February 4, 2020, requesting that the project dedicate 30 feet of right-of-way from the centerline of Liberty/La Gloria to the project site along the entire length of the project frontage. In addition, the County requested that the project be graded in a manner that would allow Liberty and La Gloria to be paved in the future. A condition of approval has been included to require the project to dedicate the 30 feet of right-of-way on this street. A copy of the County's written response is attached to the precise plan staff report as Exhibit K-2.

Recently, the County Transportation Department successfully obtained Transportation Uniform Mitigation Fee (TUMF) in the amount of $3 million from the Western Riverside Council of Governments (WRCOG) to fund planning and engineering for the widening of Temescal Canyon Road between El Cerrito Road and Tom Barnes Street from two lanes to four lanes. The County Transportation Department is considering the improvement of this segment a priority, which is anticipated to be a complex project given the necessary right-of-way acquisitions. County Transportation will be developing a funding plan for the right-of-way acquisition and construction phase of the Temescal Canyon widening in El Cerrito, that will require further funding partnerships with the Riverside County Transportation Commission (RCTC) and WRCOG to maximize use of Federal, State and Regional funds. Once the segment of Temescal Canyon Road that extends through the El Cerrito community is complete, Temescal Canyon Road will have 5 miles of continuous four lane road along Temescal Canyon Road, improving the bottleneck conditions that exist today in that area. Attached to the precise plan staff report (PP2019-0001, Exhibit J) is a concept plan from the County Transportation Department showing the project limits, infrastructure investment to date, and a cost estimate for completion of these identified improvements.

OTHER CONSIDERATIONS

The proposed Parcel Map would create a combination of easements to provide vehicle access to the two parcels that are shown as "Not a Part" at the northwestern corner of the site. The proposed easement would allow the two parcels access to Tom Barnes Street through the project site, primarily through Parcel 13. The proposed easement is shown on Sheet 3 of Exhibit A. The two "Not a Part" parcels currently have access from Liberty Street; therefore, the proposed access easement through the project site would only serve as a secondary access for these parcels if ever needed, and any improvements to this secondary access would be the responsibility of the property owner of the two

parcels.

A number of existing easements will remain in place with the proposed Parcel Map. A smaller number will be vacated.

AGENCY COMMENTS

The City received comments from the Wildlife Agencies (USFW and CDFW) and County of Transportation Department in response to the project which are discussed below.

Wildlife Agencies

A Biological Technical Report and MSHCP Consistency Analysis (October 28, 2019, revised December 6, 2019) was prepared by ECORP Consulting, Inc. for the project. The report identified the eastern portion of the project site as being located in Criteria Cell 2400 of the Multi-Species Habitat Conservation Plan (MSHCP), which is overseen by the Western Riverside County Regional Conservation Authority (RCA). Criteria Cell 2400 focuses on conservation of coastal sage scrub, grassland, and riparian scrub, woodland, forest associated with Temescal Wash. Thus, the project was required to complete a Joint Project Review process with the RCA and Wildlife Agencies (U.S. Fish & Wildlife and California Department of Fish & Wildlife) to ensure that development of the project site would be consistent with the conservation goals of Cell 2400 and the overall MSHCP. On January 3, 2020, the project received a favorable determination from the RCA (Exhibit E).

However, after a field visit was conducted on the site on January 30, 2020 between the applicant, City, and Wildlife Agencies, the Wildlife Agencies determined that the site contains MSCHP defined riparian/riverine and vernal pool resources and that the extent of the resources was not adequately represented during the Joint Project review process or in the Biological Technical Report and MSHCP Consistency Analysis prepared by ECORP Consulting. The Wildlife Agencies responded with the following:

The MSHCP riparian/riverine and vernal pool resources discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (Baccharis salicifolia) as well as two stands of cattails (Typha species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24 - 25, 2019). When the water level rises high enough in the valley bottom area (as well as the southwestern pond), the wetland overflows to Temescal Creek via standpipes on the Project site which lead into culverts directing the overflow to Temescal Creek.

Therefore, the Wildlife Agencies do not agree with the JPR's (Joint Project Review) conclusions that (1) MSHCP riparian/riverine and vernal pool (MSHCP Section 6.1.2) resources are limited to the current 1.7-acre linear easement protecting Joseph Canyon Wash, and (2) that all the site's existing riparian/riverine/vernal pool resources will be avoided by the proposed Project (both within Criteria Cell 2400 and to the west of Criteria Cell 2400).

As a result of this new information, the Wildlife agencies have requested that the city add a condition of approval to the project to require the applicant to prepare and submit a Determination of Biological Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies prior to the any grading activities and issuance of a grading permit. The purpose of the DBESP is to

evaluate the project's proposed impacts on riparian/riverine resources and to provide biologically equivalent or superior mitigation to offset the impacts. The RCA is also requiring the applicant to complete a revised Joint Project Review process with the RCA. Therefore, the project has been conditioned as such. A copy of the full written response from the Wildlife Agencies is attached to the precise plan staff report (PP2019-0001, Exhibit K-1).

County Transportation Department

As previously noted, the City received a written response from the County Transportation Department, dated February 4, 2020, requesting that the project dedicate 30 feet of right-of-way from the centerline of Liberty/La Gloria to the project site along the entire length of the project frontage. In addition, the County requested that the project be graded in a manner that would allow the County to pave Liberty and La Gloria in the future. The project is being conditioned to provide the required half-street width dedication and grading. A copy of the County's written response is attached to the precise plan staff report (PP2019-0001, Exhibit K-2).

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 for the Latitude Business Park was prepared for the project. Per CEQA Guidelines Section 15206 (b)(2)(E), the industrial project is considered statewide, regional or area wide significance and was submitted to the State Clearinghouse (SCH# 2020019017) on January 7, 2020. The 30-day review and public comment period at the State Clearinghouse ended on February 5, 2020.

The Initial Study identified that the project's potentially significant effects to the environment are capable of being mitigated to less that significant. Therefore, based on the 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 effect on the environment. The Initial Study and Mitigated Negative Declaration are recommended for adoption (Exhibit D).

At the time of preparation of the agenda staff report, the city received comment letters on the initial study from Golden State Environmental Justice Alliance dated January 29, 2020, Better Neighborhoods dated January 31, 2020, and California Department of Fish and Game and U.S. Fish and Wildlife Service dated February 3, 2020. Responses to these comment letters are provided as Exhibit I. The city received comment letters from the South Coast Air Quality Management District dated February 7, 2020, Department of Justice, Attorney General Office dated February 7, 2020, California Department of Fish and Wildlife dated February 7, 2020, and Blum Collins LLP dated February 10, 2020. Responses to these comments are provided in Exhibit N.

FISCAL IMPACT

The applicant paid $9,428.00 in application processing fees for the parcel map.

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, the Community Development Department has received written responses from three residents from the County area to the north of the project site with concerns regarding the project. The concerns expressed are similar and include visual obstruction, unsightly views of the

development (mechanical rooftops, trucks, dumpsters, etc.), air quality emissions from the truck activities at the project site, lighting, and traffic on Temescal Canyon Road. The written responses are attached as Exhibits F-1 through F-3.

The city also received a letter from the Dos Lagos Owners' Association supporting the project which is attached as Exhibit F-4.

Due to the comments from the nearby residents, the applicant met with some of the residents at the project site on February 4, 2020 to discuss their concerns and to discuss certain aspects of the project.

STAFF ANALYSIS
PM 37608 facilitates the development of the approximately 75-acre site with a business park containing 15 light industrial and warehouse buildings. This development would implement the El Cerrito Specific Plan, which designates the site for Light Industrial uses.

The parcels proposed by PM 37608 adhere to the standards imposed by the El Cerrito Specific Plan in terms of minimum lot size, width, and depth. The parcels are also provided with adequate vehicular access via a system of internal private roadways which are connected to Tom Barnes Road, a public roadway. PM 37608 also guarantees the construction of missing public improvements for Temescal Canyon Road and Tom Barnes Road adjacent to the project.

The project promotes General Plan Policy 1.12.1 because PM 37608 creates parcels that facilitate the development of a light industrial park which will provide for the development of new uses in accordance with the Light Industrial designation of the General Plan and the applicable design and development policies of the General Plan. Development of the project expands the City's industrial base and provides an opportunity to develop a large infill area, enhancing the surrounding residential, light industrial and commercial areas. Therefore, based on the following findings and conditions of approval, PM 37608 is recommended for approval.

FINDINGS OF APPROVAL FOR PM 37608

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 the Conditions of Approval in Exhibit B for the following reasons:

    a. The guarantee of the construction of certain public improvements as required by the conditions of approval for the project is necessary for the public's safe access to and

around the site.

b. The public improvements as conditioned in Exhibit B 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 parcel map and associated development are consistent with the project site's General Plan designation of Light Industrial which permits the development of light industrial buildings.

b. The design or improvement of the proposed subdivision is consistent with the development standards of the Light Industrial designation of the El Cerrito Specific Plan in terms of minimum lot area, width, and depth requirements.

c. The site is suitable for the type of light industrial development proposed on the project site and offers adequate access from Tom Barnes Road, as demonstrated by Exhibit A of PM 37608.

d. The site is physically suitable for the development of light industrial buildings which are capable of meeting the development standards required by the Light Industrial designation of the El Cerrito Specific Plan, as demonstrated by the project's site plan attached as Exhibit C of PM 37608.

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 which 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 Light Industrial designation of the El Cerrito Specific Plan for the following reason:

a. Each parcel meets the minimum required lot area, width, depth and access requirements under the El Cerrito Specific Plan.

PREPARED BY: ERIC NORRIS, PLANNING CONSULTANT AND SANDRA YANG, SENIOR PLANNER

REVIEWED BY: SANDRA YANG, SENIOR PLANNER

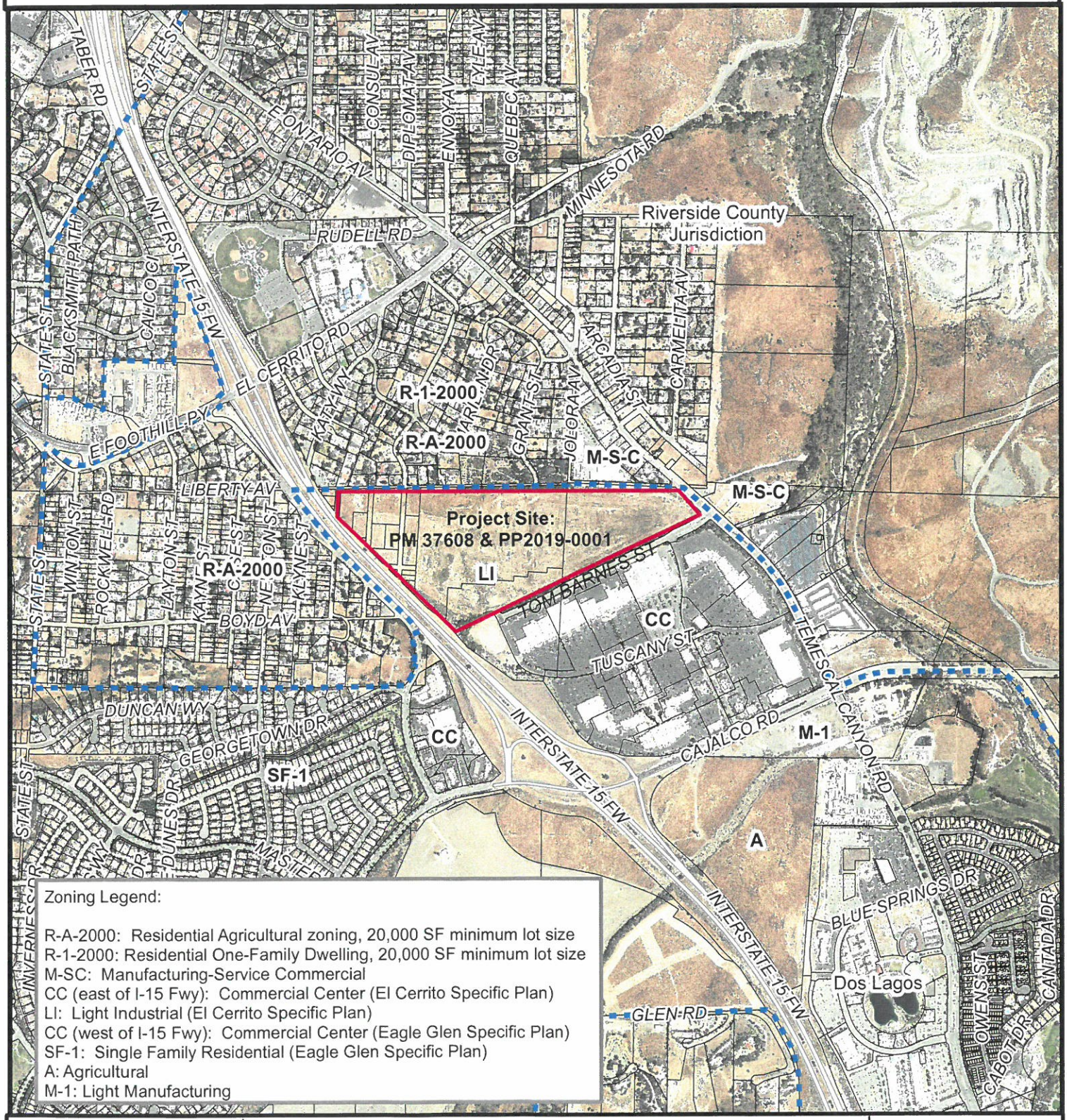
SUBMITTED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Locational and Zoning Map
2. Exhibit A - Parcel Map 37608
3. Exhibit B - Conditions of Approval
4. Exhibit C - Site Plan
5. Exhibit D - Environmental Documentation
6. Exhibit E - Initial Joint Project Review (JPR #19-11-05-01), dated January 3, 2020
7. Exhibit F1-F4 - Public Correspondences
8. Exhibit G - Public Comment Letter from Golden State Environmental Justice Alliance, dated January 29, 2020
9. Exhibit H - Public Comment Letter from Better Neighborhoods, dated January 31, 2020
10. Exhibit I - Response to Public Comments memo
11. Exhibit J - Comment Letter from Department Justice, Attorney General Office dated February 7, 2020
12. Exhibit K - Comment Letter from California Department of Fish and Wildlife, dated February 7, 2020
13. Exhibit L - Comment Letter from South Coast AQMD, dated February 7, 2020
14. Exhibit M - Comment Letter from Blum Collins, LLP, dated February 10, 2020
15. Exhibit N - Responses to Comments Received from Department Justice, Attorney General Office, California Department of Fish and Wildlife, South Coast AQMD and Blum Collins, LLP

Case Planner: Sandra Yang (951) 736-2262

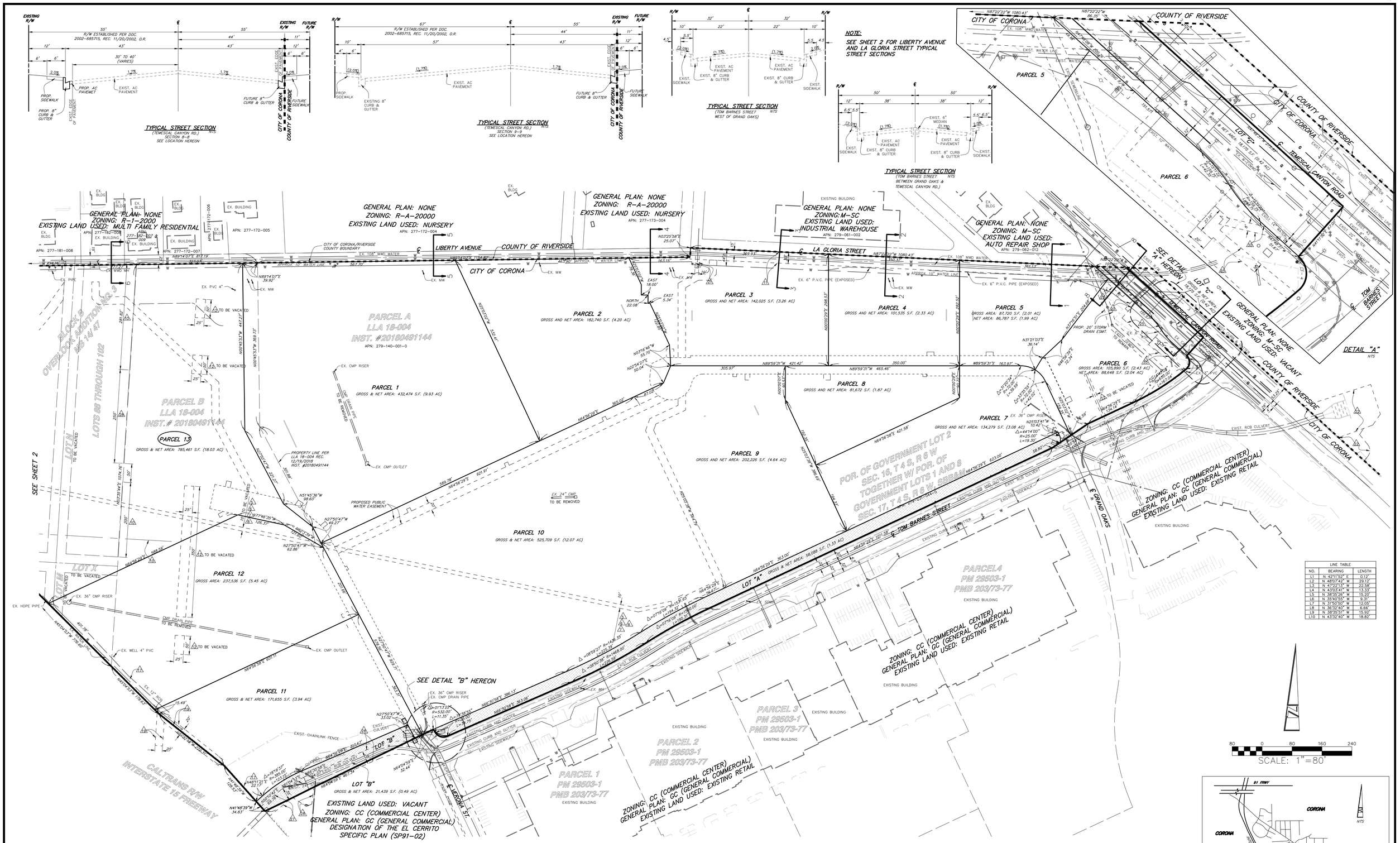
LOCATIONAL & ZONING MAP



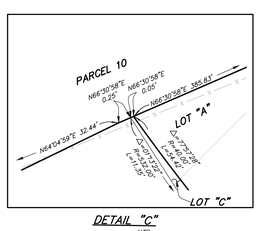
Date: 02/05/2020

PM 37608 & PP2019-0001

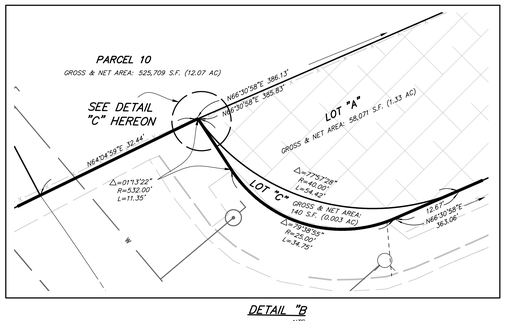
Latitude Business Park, LLC



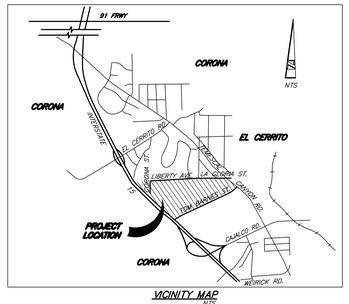
LINE TABLE		
NO.	BEARING	LENGTH
L1	N 42°11'52" E	0.12'
L2	N 48°07'43" W	29.12'
L3	N 47°22'13" W	22.58'
L4	N 43°03'41" W	13.33'
L5	N 38°35'28" W	15.20'
L6	N 35°40'55" W	9.31'
L7	N 31°50'50" W	12.05'
L8	N 36°32'40" W	6.66'
L9	N 38°35'51" W	15.92'
L10	N 43°32'40" W	18.82'



DETAIL "C"
NTS



DETAIL "B"
NTS



VICINITY MAP
NTS

TOTAL GROSS AREA:
3,271,426 S.F. (75.10 ACRES)

TOTAL NET AREA:
3,170,963 S.F. (72.80 ACRES)

TOTAL NUMBER OF PARCEL:
13 PARCELS
2 LETTERED LOTS FOR CONSERVATION AREA PURPOSES
3 LETTERED LOTS FOR STREET PURPOSES

ZONING & LAND USE

SPECIFIC PLAN:	SP-91-02
GENERAL PLAN:	L1 (LIGHT INDUSTRIAL)
PLANNING AREA:	LIGHT INDUSTRIAL USES, COMMERCIAL RECREATION, AND LIMITED RETAIL
(PA-2)	LIGHT INDUSTRIAL USES, AND OFFICE BUILDINGS WITH ASSOCIATED SERVICE USES
EXISTING LAND USE:	VACANT
ZONING:	L1 (LIGHT INDUSTRIAL) DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91-02)
PROPOSED LAND USE:	LIGHT INDUSTRIAL & OFFICE

SOURCES OF TOPOGRAPHY:
FIELD SURVEY BY:
LAND DEVELOPMENT DESIGN COMPANY, LLC
DATED: 12-04-2014
TEL: (909) 930-1466
FAX: (909) 930-1468
ATTN: KEVIN J. RICHER

CIVIL ENGINEER:
LAND DEVELOPMENT DESIGN COMPANY
2313 E PHILADELPHIA STREET, UNIT F
ONTARIO CA 91761
TEL: (909) 930-1466
FAX: (909) 930-1468
ATTN: KEVIN J. RICHER

PROPERTY OWNER/DEVELOPER:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867
(714) 998-3400

LEGAL DESCRIPTION:
SEE SHEET 2.

DATE PREPARED: 8/24/18

REVISION DATE: 9/19/19

ASSESSORS PARCEL NUMBERS:
APN: 279-121-004-4
APN: 279-121-005-5
APN: 279-121-006-6
APN: 279-122-001-4
APN: 279-122-002-5
APN: 279-122-003-6
APN: 279-122-004-7
APN: 279-123-001-7
APN: 279-123-002-8
APN: 279-123-003-9
APN: 279-134-001-0
APN: 279-134-002-2
APN: 279-134-003-3
APN: 279-134-004-4
APN: 279-140-001-0
APN: 279-140-007-6
APN: 279-231-044-0

NOTE:
1. RECIPROCAL INGRESS/EGRESS AND PARKING AGREEMENTS WILL BE REQUIRED PRIOR TO THE RECORDATION OF THE MAP.
2. APPROVED CC&R WILL BE REQUIRED PRIOR TO THE RECORDATION OF THE MAP.

LEGEND
RIGHT OF WAY/PARCEL LINE BOUNDARY
ACCESS RESTRICTION
CENTERLINE
EASEMENT
CURB AND GUTTER
PROPOSED PROPERTY LINE
S — EXISTING SEWER LINE
W — EXISTING WATER LINE
T — EXISTING TELEPHONE LINE
E — EXISTING ELECTRIC LINE
G — EXISTING GAS LINE
EXISTING STORM DRAIN
CITY/COUNTY BOUNDARY
LOTS FOR CONSEVATION PURPOSES

UTILITY CONTACTS

WATER	CITY OF CORONA DWP 400 S VICENTIA CORONA, CA 91720 (951) 736-2321	GAS	SOUTHERN CALIFORNIA GAS CO. (909) 335-7733
SEWER	CITY OF CORONA DWP 400 S. VICENTIA CORONA, CA 91720 (951) 736-2321	TELEPHONE	AT&T (866) 243-6122
		CABLE	TIME WARNER CABLE (951) 547-3830
POWER	SOUTHERN CALIFORNIA EDISON CO. (909) 930-8591	FIBER-OPTIC	CROWN CASTLE NG WEST (626) 320-0996

UNDERGROUND SERVICE ALERT CALL TOLL FREE:
1-800-422-4133 CALL 48 HOURS BEFORE YOU DIG

DIGALERT
DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/6/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH
R.C.E. 31653 LIC. EXP.12/31/20
9/19/19 DATE

APPROVED BY:
DATE

DPR2018-0015 AND DPR 2018-0016

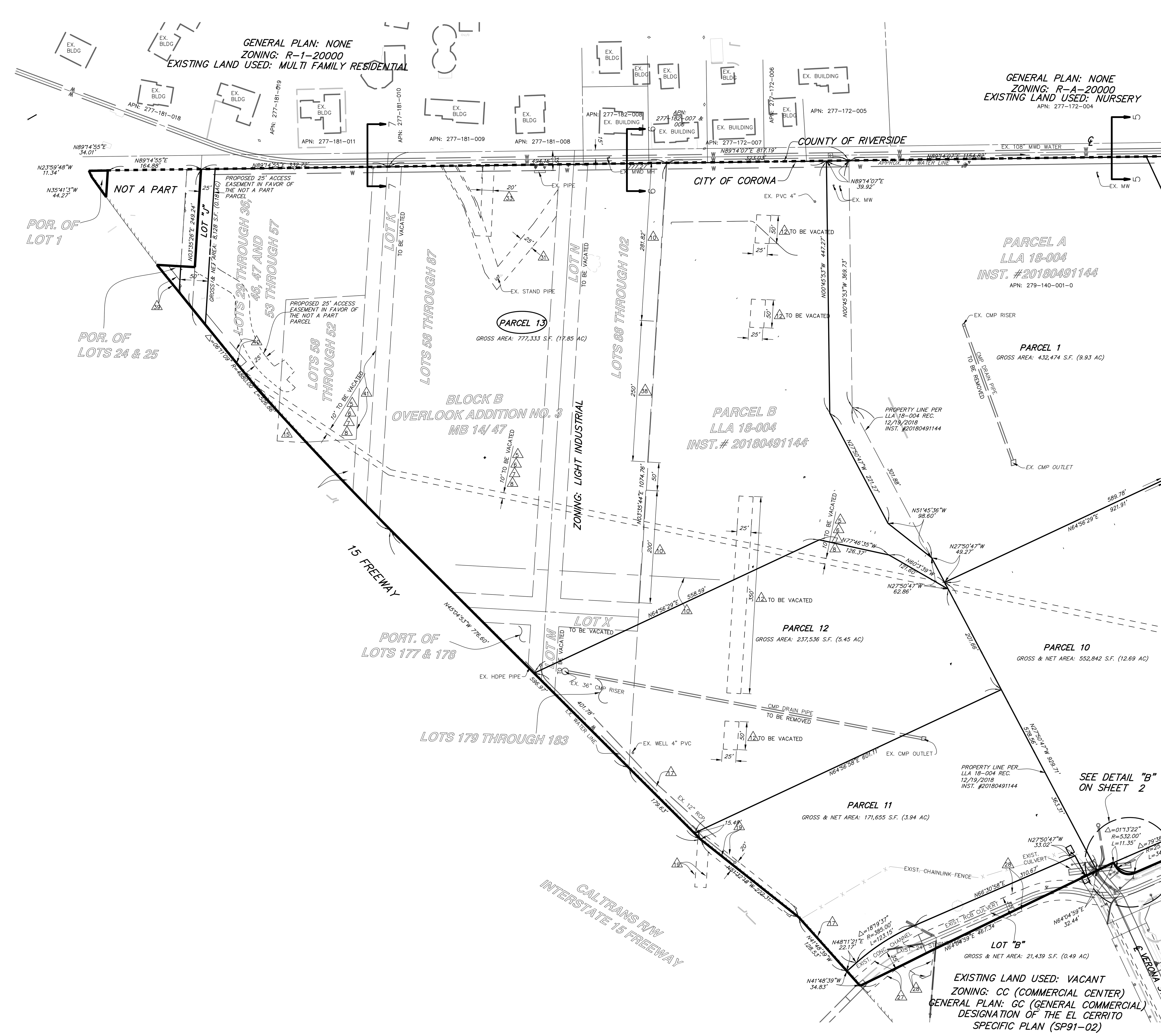
PARCEL MAP 37608
FOR CONDOMINIUM

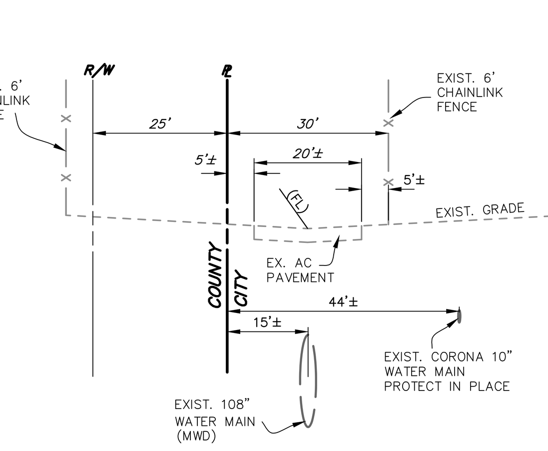
SITE
TOM BARNES STREET
CORONA CALIFORNIA

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

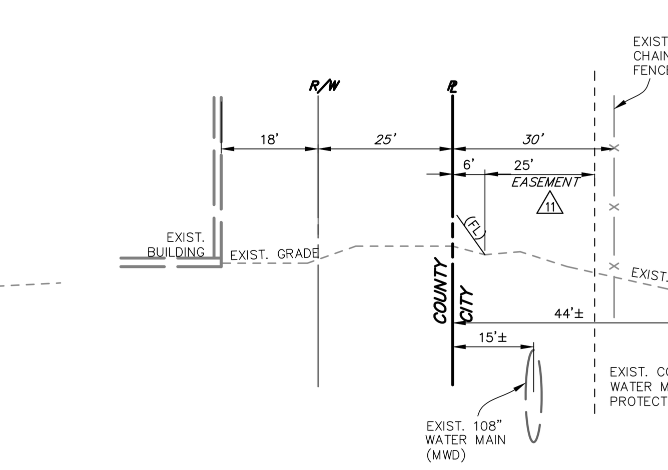
DATE: 9/19/19
JOB NO. 5957

EXHIBIT A

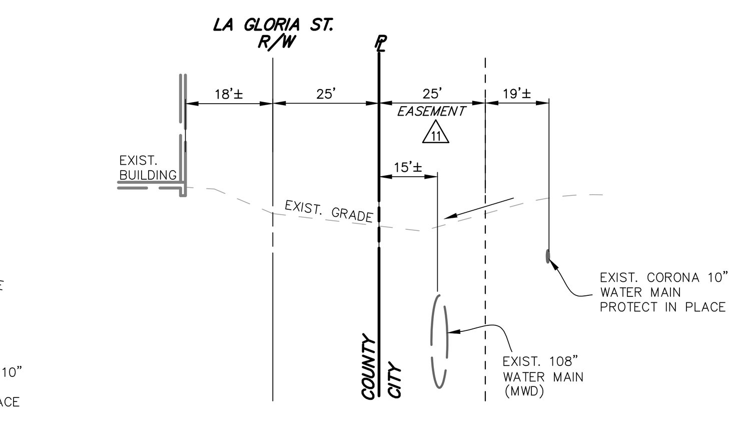




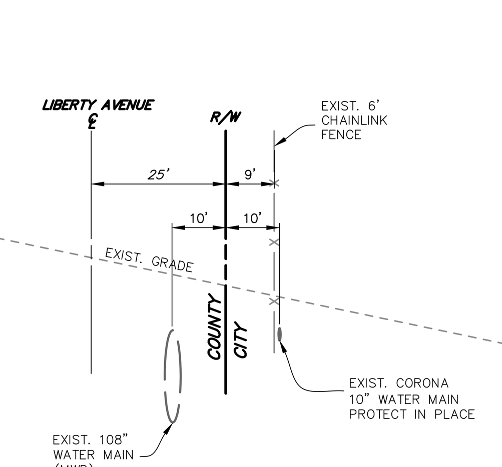
LA GLORIA STREET SECTION
SECTION 1-1 NTS
SEE SHEET 1 FOR LOCATION



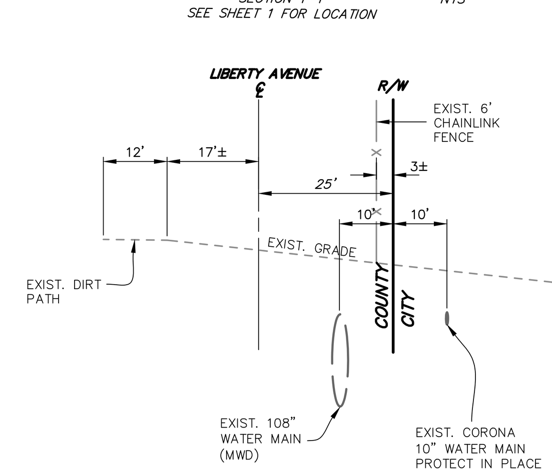
LA GLORIA STREET SECTION
SECTION 2-2 NTS
SEE SHEET 1 FOR LOCATION



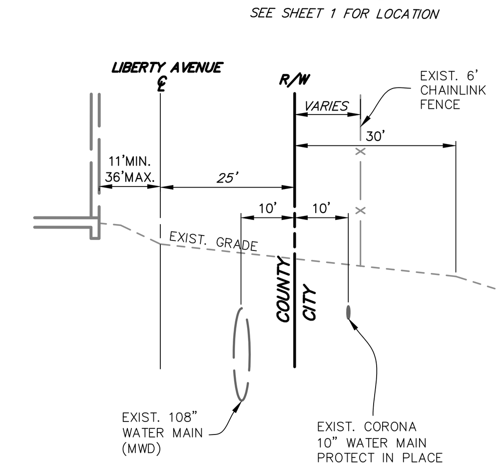
LA GLORIA STREET SECTION
SECTION 3-3 NTS
SEE SHEET 1 FOR LOCATION



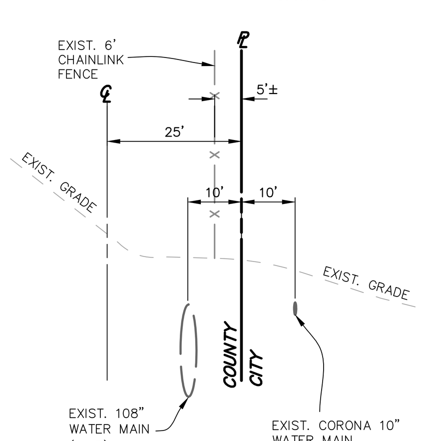
LIBERTY AVENUE STREET SECTION
SECTION 4-4) NTS
SEE SHEET 1 FOR LOCATION



LIBERTY AVENUE STREET SECTION
SECTION 5-5) NTS
SEE LOCATION HEREON



LIBERTY AVENUE STREET SECTION
SECTION 6-6 NTS
SEE LOCATION HEREON



LIBERTY AVENUE STREET SECTION
SECTION 7-7 NTS
SEE LOCATION HEREON

LEGAL DESCRIPTION:

PARCEL 1: ASSESSOR'S PARCEL NO. 279-123-001-7; 279-123-002-8; 279-123-003-9

LOTS 88 THROUGH 102, INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM LOTS 93 THROUGH 97, INCLUSIVE ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY ANNA M. WATTS, IN DEED RECORDED JULY 23, 1965, AS DOCUMENT NO. 85253 OF OFFICIAL RECORDS.

PARCEL 2: ASSESSOR'S PARCEL NO. 279-134-002-2; 279-134-003-3; 279-134-004-4

LOTS 179 THROUGH 183, INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

EXCEPT THAT PORTION OF SAID LOTS 181, 182 AND 183 DESCRIBED IN DEEDS TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306 AND AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM SAID LOTS 182 AND 183 ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY CURTIS A. CHANCE, JR., ET AL., IN DEED RECORDED AUGUST 16, 1963, AS DOCUMENT NO. 86205 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM SAID LOTS 179 AND 180 ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY JAMES BRADY, ET UX., IN DEED RECORDED FEBRUARY 29, 1968, AS DOCUMENT NO. 18345 OF OFFICIAL RECORDS.

PARCEL 3: OMITTED

PARCEL 4: ASSESSOR'S PARCEL NO. 279-122-001-4; 279-122-002-5; 279-122-003-6; 279-122-004-7

LOTS 58 THROUGH 87 INCLUSIVE IN BLOCK B OF THE OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

ALSO EXCEPT LOTS 61, 65, 66, 67, 68, 69, 76, 77, 78, 79 AND 80 HEREINABOVE ALL OIL, GAS OR OTHER HYDROCARBON SUBSTANCES, AS RESERVED IN DEED RECORDED MARCH 29, 1963, AS DOCUMENT NO. 30796; AND JULY 7, 1965, AS DOCUMENT NO. 78159 BOTH OF OFFICIAL RECORDS.

PARCEL 5: OMITTED

PARCEL 6: ASSESSOR'S PARCEL NO. 279-121-005-5

LOTS 48, 49, 50, 51 AND 52 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF LOTS 48 AND 49 GRANTED TO THE STATE OF CALIFORNIA FOR FREEWAY PURPOSES, BY DEED RECORDED JANUARY 21, 1965, AS DOCUMENT NO. 7577 OF OFFICIAL RECORDS.

PARCEL 7: ASSESSOR'S PARCEL NO. 279-125-003-5; 279-125-004-6

LOTS 1, 24 AND 25 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

PARCEL 8: ASSESSOR'S PARCEL NO. 279-121-004-4-; 279-121-006-6

LOTS 29 THROUGH 36 INCLUSIVE; LOTS 46, 47 AND 53 THROUGH 57 INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306; AND AS DOCUMENT NO. 40307 BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED IN DEED RECORDED FEBRUARY 26, 1964, AS DOCUMENT NO. 24113 OF OFFICIAL RECORDS.

PARCEL 9: ASSESSOR'S PARCEL NO. 279-134-001-0

LOT 177 AND 178 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

EXCEPT THAT PORTION OF SAID LOTS 177 AND 178 AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306; AND AS DOCUMENT NO. 40307 BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT FROM SAID LAND ALL OIL, GAS AND HYDROCARBON SUBSTANCES, AS RESERVED BY DR. DAVID F. HYDER IN DEED RECORDED APRIL 17, 1963, AS DOCUMENT NO. 38523 OF OFFICIAL RECORDS.

PARCEL 10:

THOSE PORTIONS OF LOTS J, K, M, N AND X, BLOCK B OF OVERLOOK ADDITION NO.3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING NORTHEASTERLY OF THE STATE HIGHWAY SOUTHERLY OF LOT W OF SAID MAP; AND WESTERLY OF THE WESTERLY BOUNDARY OF TRACT NO. 3333-4, RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF THE WESTERLY ONE HALF OF LOT J LYING NORTHERLY OF THE EASTERLY PROLONGATION OF SOUTHERLY BOUNDARY OF LOT 26 OF BLOCK B OF SAID TRACT.

PARCEL 11:

THAT PORTION OF LOT W LYING ADJACENT TO BLOCK A AND B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY BOUNDARY OF PARCEL B, AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS

EXCEPT THEREFROM THAT PORTION OF LOT W, BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE WESTERLY BOUNDARY OF SAID LOT 28 OF BLOCK B; AND THE NORTHERLY PROLONGATION OF THE CENTER LINE OF SAID LOT J OF BLOCK B.

PARCEL A: ASSESSOR'S PARCEL NO. 279-140-001-0

PARCEL A OF LOT LINE ADJUSTMENT NO. 18-004, AS EVIDENCED BY DOCUMENT RECORDED DECEMBER 19, 2018 AS INSTRUMENT NO. 20180491144 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF TRACT 3333-R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, AND A PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN BEING SHOWN AND DESCRIBED AS PARCEL 3 ON THE LOT LINE ADJUSTMENT NO. LLA 02-005, RECORDED JULY 1, 2002 AS INSTRUMENT NO. 2002-362678 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH 03°25'58" WEST ALONG THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, A DISTANCE OF 25.07 FEET TO A POINT LYING ON THE SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY, SOUTH 89°14'07" WEST, A DISTANCE OF 1154.82 FEET TO THE TRUE POINT OF BEGIINNING;

THENCE SOUTHERLY, LEAVING SAID SOUTHERLY RIGHT OF WAY, SOUTH 00°45'53" EAST, A DISTANCE OF 437.55 FEET;

THENCE SOUTH 27°50'47" EAST, A DISTANCE OF 929.71 FEET TO A POINT LYING ON THE NORTHERLY RIGHT OF WAY LINE OF LOT "A" OF PARCEL MAP NO. 29503-1, FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY AND ALONG THE NORTHERLY LINE OF PARCEL 2 OF SAID LOT LINE ADJUSTMENT NO. 02-005, SOUTH 64°04'59" WEST, A DISTANCE OF 467.34 FEET TO THE NORTHERLY RIGHT OF WAY OF ROUTE 15 AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY OF ROUTE 15, NORTH 41°48'39" WEST, A DISTANCE OF 163.36 FEET;

THENCE NORTH 51°32'18" WEST, A DISTANCE OF 222.31 FEET;

THENCE NORTH 45°04'53" WEST, A DISTANCE OF 179.63 FEET TO A POINT LYING ON THE WEST LINE OF SAID TRACT 3333-R AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHERLY ALONG SAID WEST LINE, NORTH 03°35'44" EAST, A DISTANCE OF 1074.76 FEET TO SAID SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY, NORTH 89°14'07" EAST, A DISTANCE OF 323.04 FEET TO SAID TRUE POINT OF BEGINNING.

EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES:

LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JUNE 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS.

LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS.

LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS.

LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS.

LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS.

LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS.

LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS.

LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS.

LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS.

LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS.

LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL O. DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS.

PARCEL 1A:

AN EASEMENT FOR DISCHARGE, FLOW, DRAINAGE AND RELEASE OF SURFACE, STORM, GROUND, STREAM, WATERCOURSE AND OTHER WATERS, AS CONTAINED IN THAT CERTAIN EASEMENT AGREEMENT, RECORDED APRIL 9, 2003, AS DOCUMENT NO. 2003-248444 OF OFFICIAL RECORDS.

PARCEL B: ASSESSOR'S PARCEL NO. 279-140-007-6; 279-231-044-0

PARCEL B AS SHOWN ON LOT LINE ADJUSTMENT NO. 18-004, AS EVIDENCED BY DOCUMENT RECORDED DECEMBER 19, 2018 AS INSTRUMENT NO. 20180491144 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF TRACT 3333-R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, AND A PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN BEING SHOWN AND DESCRIBED AS PARCEL 3 ON THE LOT LINE ADJUSTMENT NO. LLA 02-005, RECORDED JULY 1, 2002 AS INSTRUMENT NO. 2002-362678 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 16, SOUTH 87°22'22" EAST, A DISTANCE OF 1103.98 FEET TO THE SOUTHWESTERLY RIGHT OF WAY OF TEMESCAL CANYON ROAD, 80.00 FEET IN WIDTH, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY RIGHT OF WAY, SOUTH 47°48'37" EAST, A DISTANCE OF 324.27 FEET TO THE MOST NORTHERLY CORNER OF LOT A OF PARCEL MAP NO. 29503-1, FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE WESTERLY ALONG THE NORTHERLY RIGHT OF WAY OF SAID LOT A, SOUTH 42°11'23" WEST, A DISTANCE OF 27.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE WESTERLY AND HAVING A RADIUS OF 23.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 42°11'23" WEST;

THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 98°01'38", AN ARC DISTANCE OF 39.35 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 650.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 39°46'59" EAST;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°43'27", AN ARC DISTANCE OF 167.04 FEET TO THE BEGINNING OF A TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID TANGENT LINE, SOUTH 64°56'29" WEST, A DISTANCE OF 134.14 FEET; THENCE SOUTH 55°58'07" WEST, A DISTANCE OF 115.41 FEET;

THENCE SOUTH 64°56'29" WEST, A DISTANCE OF 1011.58 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1500.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°16'09", AN ARC DISTANCE OF 190.30 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS 1468.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 32°19'40" EAST;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°50'38", AN ARC DISTANCE OF 226.59 FEET TO THE BEGINNING OF A TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID TANGENT LINE, SOUTH 66°30'58" WEST, A DISTANCE OF 363.06 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY, WESTERLY AND NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 79°38'55", AN ARC DISTANCE OF 34.75 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 532.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 56°09'53" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°13'24", AN ARC DISTANCE OF 11.36 FEET TO THE BEGINNING OF A NON-TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID NON-TANGENT LINE, SOUTH 64°04'59" WEST, A DISTANCE OF 32.44 FEET; THENCE NORTHWESTERLY, LEAVING SAID NORTHERLY LINE OF LOT A, NORTH 27°50'47" WEST, A DISTANCE OF 929.71 FEET;

THENCE NORTH 00°45'53" WEST, A DISTANCE OF 437.55 FEET TO A POINT LYING ON THE SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE AS SHOWN ON SAID RECORD OF SURVEY;

THENCE EASTERLY ALONG SAID RIGHT OF WAY, NORTH 89°14'07" EAST, A DISTANCE OF 1477.86 FEET TO A POINT LYING ON THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHERLY ALONG SAID COMPROMISE LINE, NORTH 03°25'58" EAST, A DISTANCE OF 25.07 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES:

LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JUNE 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS.

LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS.

LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS.

LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS.

LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS.

LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS

LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS.

LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS.

LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS.

LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS.

LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL O. DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS.

ITEMS SHOWN HEREON WERE TAKEN FROM THE TITLE REPORT BY FIRST AMERICAN TITLE INSURANCE COMPANY ORDER NO. NCS-914047-ONT-1 DATED, JULY 2, 2018.

1 GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019, A LIEN NOT YET DUE OR PAYABLE.

2 THE LIEN OF SPECIAL TAX ASSESSED PURSUANT TO CHAPTER 2.5 COMMENCING WITH SECTION 53311 OF THE CALIFORNIA GOVERNMENT CODE FOR COMMUNITY FACILITIES DISTRICT NO. 2002-3, AS DISCLOSED BY NOTICE OF SPECIAL TAX LIEN RECORDED MARCH 04, 2003 AS INSTRUMENT NO. 151147 OF OFFICIAL RECORDS.

3 THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

4 AN EASEMENT FOR IRRIGATING DITCHES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 26, 1895 IN BOOK 28 OF DEEDS, PAGE 385. (NOT PLOTTABLE)

IN FAVOR OF: TEMESCAL WATER COMPANY, A CORPORATION DULY ORGANIZED AND EXITING UNDER THE LAWS OF THE STATE OF CALIFORNIA

5 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 27, 1915 IN BOOK 406 OF DEEDS, PAGE 110. IN FAVOR OF: JOHN H. FLAGLER AFFECTS: AS DESCRIBED THEREIN

6 AN EASEMENT FOR PIPE LINE AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 1924 IN BOOK 617 OF DEEDS, PAGE 127.

IN FAVOR OF: EL CERRITO RANCH COMPANY, A CORPORATION

7 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 09, 1924 IN BOOK 618 OF DEEDS, PAGE 357.

IN FAVOR OF: JOHN H. FLAGLER AFFECTS: AS DESCRIBED THEREIN

8 AN EASEMENT FOR PIPES, DITCHES AND FLUMES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 06, 1924 IN BOOK 622 OF DEEDS, PAGE 234.

IN FAVOR OF: TEMESCAL WATER COMPANY, A CORPORATION

9 AN EASEMENT FOR LAYING AND MAINTAINING A PIPE LINE, FOR CONVEYING IRRIGATION WATERS AND INCIDENTAL PURPOSES, RECORDED AUGUST 15, 1930 AS INSTRUMENT NO. 1026 OF OFFICIAL RECORDS. (NOT PLATTABLE)

IN FAVOR OF: FRANCIS A. STEARNS

10 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 16, 1954 AS INSTRUMENT NO. 7696 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY

11 AN EASEMENT FOR PIPELINES, INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 29, 1954 AS BOOK 1647, PAGE 367 OF OFFICIAL RECORDS.

IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION

12 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED JULY 22, 1960 AS INSTRUMENT NO. 64926 OF OFFICIAL RECORDS.

IN FAVOR OF: BEDFORD HEIGHTS MUTUAL WATER COMPANY, INC., ITS SUCCESSORS AND ASSIGNS

13 AN EASEMENT FOR NOT DISCLOSED AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1964 AS INSTRUMENT NO. 3829 OF OFFICIAL RECORDS. (NOT PLOTTABLE)

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY

14 AN EASEMENT FOR RIGHTS OF WAY AND INCIDENTAL PURPOSES, RECORDED JULY 07, 1964 AS INSTRUMENT NO. 83035 OF OFFICIAL RECORDS. (NOT PLOTTABLE, WITHIN R/W)

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF STATE OF CALIFORNIA

15 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED JANUARY 21, 1965 AS INSTRUMENT NO. 7577 OF OFFICIAL RECORDS.

16 A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY, ROADWAY OR TRANSIT FACILITY AS CONTAINED IN THE DOCUMENT RECORDED JANUARY 21, 1965 AS INSTRUMENT NO. 7577 OF OFFICIAL RECORDS.

17 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MARCH 16, 1965 AS INSTRUMENT NOS. 29684 AND 29685 AND RECORDED APRIL 8, 1965 AS INSTRUMENT NOS. 40306 AND 40307, ALL OF OFFICIAL RECORD

18 A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY, ROADWAY OR TRANSIT FACILITY AS CONTAINED IN THE DOCUMENT RECORDED MARCH 16, 1965 AS INSTRUMENT NOS. 29684 AND 29685 AND RECORDED APRIL 8, 1965 AS INSTRUMENT NOS. 40306 AND 40307, ALL OF OFFICIAL RECORDS.

19 19. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MAY 24, 1965 AS INSTRUMENT NO. 59442 OF OFFICIAL RECORDS.

IN FAVOR OF: BEDFORD HEIGHTS MUTUAL WATER COMPANY, A CORPORATION AND ROBERT A. MCMILLAN AND HAROLD C. MCMILLAN

20 AN EASEMENT FOR WATER UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 26, 1969 AS INSTRUMENT NO. 121987 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF THE STATE OF CALIFORNIA

21 AN EASEMENT FOR WATER UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 26, 1969 AS INSTRUMENT NO. 121991 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF THE STATE OF CALIFORNIA

22 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 02, 1987 AS INSTRUMENT NO. 190491 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS

23 AN EASEMENT FOR UNDERGROUND WATER LINE AND INCIDENTAL PURPOSES, RECORDED JANUARY 25, 1988 AS INSTRUMENT NO. 19356 OF OFFICIAL RECORDS.

IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION

24 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 106, PAGE 61 OF RECORD OF SURVEYS.

25 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 05, 2000 AS INSTRUMENT NO. 2000-483385 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS AFFECTS:

DOCUMENT RE-RECORDED SEPTEMBER 12, 2002 AS INSTRUMENT NO. 2002-507538 OF OFFICIAL RECORDS.

26 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FEE AND INFRASTRUCTURE AGREEMENT" RECORDED JANUARY 23, 2002 AS INSTRUMENT NO. 2002-40168 OF OFFICIAL RECORDS.

27 AN OFFER OF DEDICATION FOR STORM DRAIN FACILITIES AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 2002 AS INSTRUMENT NO. 2002-531787 OF OFFICIAL RECORDS.

TO: CITY OF CORONA SAID OFFER WAS ACCEPTED BY CITY OF CORONA RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 24, 2005, AS INSTRUMENT NO. 2005-696645 OF OFFICIAL RECORDS.

28 AN OFFER OF DEDICATION FOR STORM DRAIN FACILITIES AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 2002 AS INSTRUMENT NO. 2002-531788 OF OFFICIAL RECORDS.

TO: CITY OF CORONA SAID OFFER WAS ACCEPTED BY CITY OF CORONA RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 24, 2005, AS INSTRUMENT NO. 2005-696646 OF OFFICIAL RECORDS.

29 AN EASEMENT FOR STREET, STORM DRAIN, WATER, SEWER AND PUBLIC UTILITY FACILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 20, 2002 AS INSTRUMENT NO. 2002-685715 OF OFFICIAL RECORDS. (WITH IN TEMESCAL CANYON RIGHT OF WAY)

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS AFFECTS: AS

30 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 15, 2003 AS INSTRUMENT NO. 2003-031273 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS

31 AN EASEMENT FOR ACCESS ROAD AND PIPELINE FOR WATER AND INCIDENTAL PURPOSES, RECORDED JANUARY 17, 2003 AS INSTRUMENT NO. 2003-038210 OF OFFICIAL RECORDS. (LOCATED OUTSIDE THE PARCEL BOUNDARY)

IN FAVOR OF: ELSINORE VALLEY MUNICIPAL WATER DISTRICT, A PUBLIC AGENCY

32 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 09, 2003 AS INSTRUMENT NO. 2003-248444 OF OFFICIAL RECORDS.

33 AN EASEMENT FOR PIPELINES AND ACCESS ROAD AND INCIDENTAL PURPOSES, RECORDED JULY 30, 2009 AS INSTRUMENT NO. 2009-0397381 OF OFFICIAL RECORDS.

IN FAVOR OF: ELSINORE VALLEY MUNICIPAL WATER DISTRICT, A PUBLIC AGENCY

34 A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF $350,000,000.00 RECORDED AUGUST 30, 2007 AS INSTRUMENT NO. 2007-0556585 OF OFFICIAL RECORDS. DATED: AUGUST 22, 2007 TRUSTOR: GATEWAY BUSINESS PARK, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY TRUSTEE: CHICAGO TITLE COMPANY BENEFICIARY: DEUTSCHE BANK TRUST COMPANY AMERICAS AFFECTS: THE LAND AND OTHER PROPERTY.

THE ABOVE DEED OF TRUST STATES THAT IT SECURES A LINE OF CREDIT. BEFORE THE CLOSE OF ESCROW, WE REQUIRE EVIDENCE SATISFACTORY TO US THAT (A) ALL CHECKS, CREDIT CARDS OR OTHER MEANS OF DRAWING UPON THE LINE OF CREDIT HAVE BEEN SURRENDERED TO ESCROW, (B) THE BORROWER HAS NOT DRAWN UPON THE LINE OF CREDIT SINCE THE LAST TRANSACTION REFLECTED IN THE LENDER'S PAYOFF DEMAND, AND (C) THE BORROWER HAS IN WRITING INSTRUCTED THE BENEFICIARY TO TERMINATE THE LINE OF CREDIT USING SUCH FORMS AND FOLLOWING SUCH PROCEDURES AS MAY BE REQUIRED BY THE BENEFICIARY. A DOCUMENT ENTITLED "ASSIGNMENT OF LEASES AND RENTS" RECORDED AUGUST 30, 2007 AS INSTRUMENT NO. 2007-0556586 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST. A DOCUMENT RECORDED AUGUST 24, 2009 AS INSTRUMENT NO. 2009-0320584 OF OFFICIAL RECORDS PROVIDES THAT THE DEED OF TRUST OR THE OBLIGATION SECURED THEREBY HAS BEEN MODIFIED. A DOCUMENT RECORDED AUGUST 25, 2010 AS INSTRUMENT NO. 2010-0405718 OF OFFICIAL RECORDS PROVIDES THAT THE DEED OF TRUST OR THE OBLIGATION SECURED THEREBY HAS BEEN MODIFIED.

35 AN EASEMENT FOR ELECTRIC UTILITY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 31, 2009 AS INSTRUMENT NO. 2009-0672857 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, CALIFORNIA, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS

36 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 132, PAGE 6 THROUGH 12 AND IN BOOK 136, PAGE 28 THROUGH 44 OF RECORD OF SURVEYS.

37 A DEED OF TRUST TO SECURE THE PERFORMANCE OF AN AGREEMENT OR OTHER OBLIGATION, RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. 2012-0633915 OF OFFICIAL RECORDS. DATED: DECEMBER 19, 2012 TRUSTOR: GATEWAY BUSINESS PARK, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY TRUSTEE: AMERICAN SECURITIES COMPANY, A CALIFORNIA CORPORATION BENEFICIARY: WELLS FARGO BANK, NATIONAL ASSOCIATION, A ADMINISTRATIVE AGENT, AND ITS SUCCESSORS OR ASSIGNS AFFECTS: THE LAND AND OTHER PROPERTY. THE ABOVE DEED OF TRUST STATES THAT IT SECURES A LINE OF CREDIT. BEFORE THE CLOSE OF ESCROW, WE REQUIRE EVIDENCE SATISFACTORY TO US THAT (A) ALL CHECKS, CREDIT CARDS OR OTHER MEANS OF DRAWING UPON THE LINE OF CREDIT HAVE BEEN SURRENDERED TO ESCROW, (B) THE BORROWER HAS NOT DRAWN UPON THE LINE OF CREDIT SINCE THE LAST TRANSACTION REFLECTED IN THE LENDER'S PAYOFF DEMAND, AND (C) THE BORROWER HAS IN WRITING INSTRUCTED THE BENEFICIARY TO TERMINATE THE LINE OF CREDIT USING SUCH FORMS AND FOLLOWING SUCH PROCEDURES AS MAY BE REQUIRED BY THE BENEFICIARY. A DOCUMENT ENTITLED "ASSIGNMENT OF LEASES AND RENTS" RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. 2012-0633916 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST. A BENEFICIARY CONSENT FORM EXECUTED BY WELLS FARGO BANK, NATIONAL ASSOCIATION, RECORDED DECEMBER 27, 2013, AS INSTRUMENT NO. 2013-596941 OF OFFICIAL RECORDS. A DOCUMENT RECORDED JANUARY 30, 2017 AS INSTRUMENT NO. 2017-0037809 OF OFFICIAL RECORDS PROVIDES THAT WELLS FARGO BANK, NATIONAL ASSOCIATION WAS SUBSTITUTED AS TRUSTEE UNDER THE DEED OF TRUST. THE EFFECT OF A DOCUMENT ENTITLED "SUBSTITUTION OF TRUSTEE AND FULL RECONVEYANCE", RECORDED JANUARY 30, 2017 AS INSTRUMENT NO. 2017-0037809 OF OFFICIAL RECORDS.

38 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 7, 1954 PER IN BOOK 1541, PAGE 143 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY

NOT ON TITLE REPORT.

39 EASEMENT FOR WATER PIPELINES PURPOSE RECORDED APRIL 8, 1965 AS DOCUMENT NO. 40310 OF OFFICIAL RECORDS.

IN FAVOR OF: TEMESCAL WATER COMPANY

40 EASEMENT FOR WATER PIPELINES PURPOSE RECORDED APRIL 8, 1965 AS DOCUMENT NO. 4031 OF OFFICIAL RECORDS.

IN FAVOR OF: TEMESCAL WATER COMPANY

41 EASEMENT PUBLIC UTILITIES AND INCIDENTAL PURPOSE RECORDED APRIL 14, 1978 AS DOCUMENT NO. 72052 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

DPR2018-0015 AND DPR 2018-0016

REGISTERED PROFESSIONAL ENGINEER DENNIS C. FARNSWORTH No. 31653 Exp. 12/31/2020 CIVIL STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/6/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH
R.C.E. 31653 LIC. EXP. 12/31/20
9/19/19
DATE
APPROVED BY:
DATE

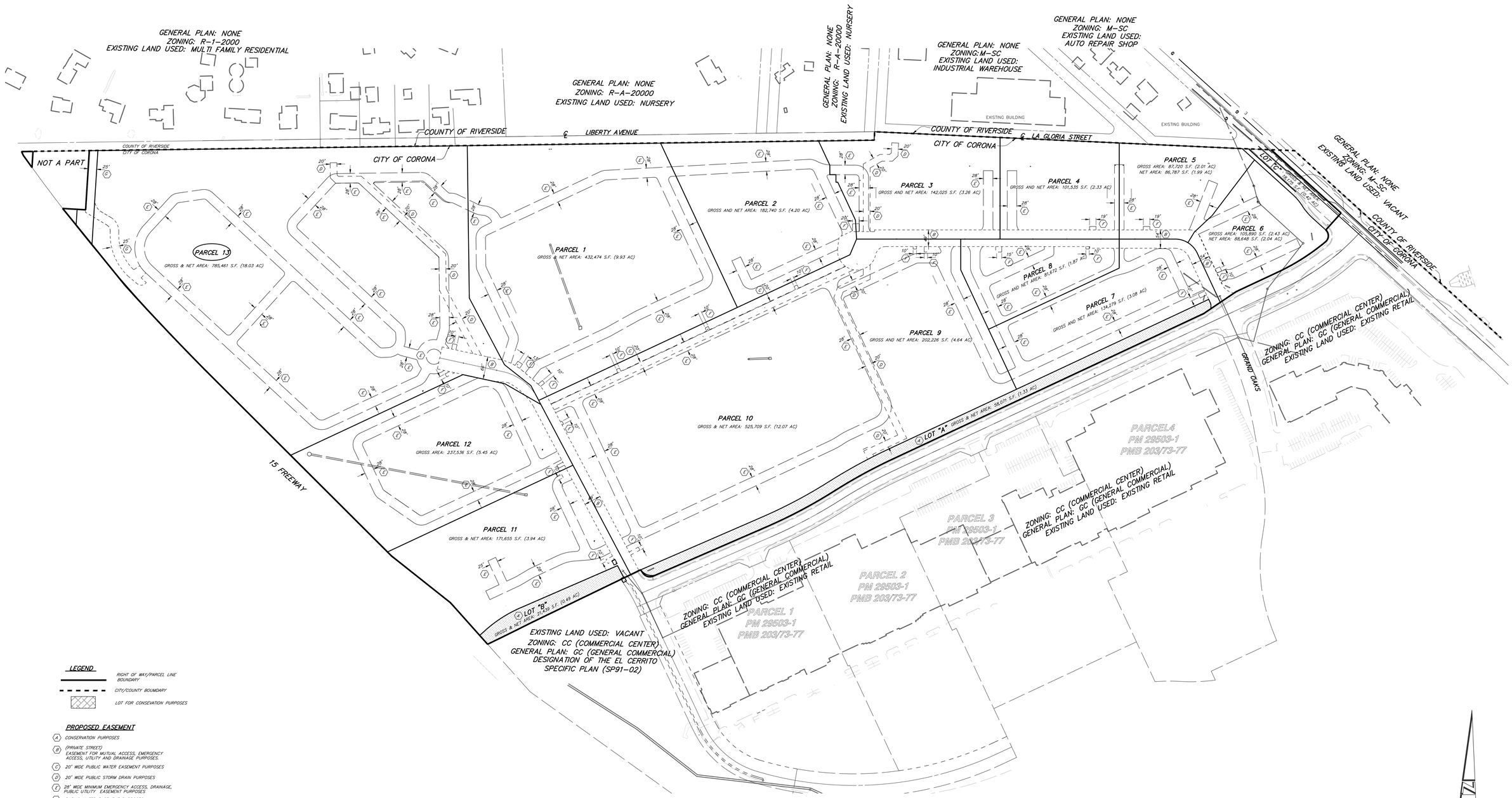
PARCEL MAP 37608
FOR CONDOMINIUM PURPOSES

SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

DATE: 9/19/19	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=80'
DESIGNED BY: KJR	SHEET 2 OF 2 SHEETS
CHECKED BY: KJR	

PROPOSED EASEMENTS



LEGEND

- RIGHT OF WAY/PARCEL LINE BOUNDARY
- CITY/COUNTY BOUNDARY
- LOT FOR CONSEVATION PURPOSES

PROPOSED EASEMENT

- (A) CONSERVATION PURPOSES
- (B) (PRIVATE STREET) EASEMENT FOR MUTUAL ACCESS, EMERGENCY ACCESS, UTILITY AND DRAINAGE PURPOSES.
- (C) 20' WIDE PUBLIC WATER EASEMENT PURPOSES
- (D) 20' WIDE PUBLIC STORM DRAIN PURPOSES
- (E) 28' WIDE MINIMUM EMERGENCY ACCESS, DRAINAGE, PUBLIC UTILITY EASEMENT PURPOSES
- (F) PUBLIC WATER EASEMENT PURPOSES
- (G) ACCESS EASEMENT PURPOSES IN FAVOR OF THE NOT A PART PARCEL

SCALE: 1"=100'

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

DPR2018-0015 AND DPR 2018-0016

DIGALERT
DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/8/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH
R.C.E. 31653 LIC. EXP.12/31/20 — 9/19/19 DATE
APPROVED BY: DATE:

PARCEL MAP 37608

FOR CONDOMINIUM PURPOSES

SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

DATE: 9/19/19	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=80'
DESIGNED BY: KJR	SHEET 3
CHECKED BY: KJR	OF 3 SHEETS

Project Conditions
City of Corona

Project Number: TTM2019-0001

Description: **Parcel Map to subdivide 75 acres into 13 lots.**

Applied: **2/15/2019** Approved:

Site Address: **NW TOM BARNE AND TEMESCAL CYN CORONA, CA 92881**

Closed: Expired:

Status: **COMPLETE**

Applicant: **LATITUDE BUSINESS PARK LLC (REXCO)**
2518 N. SANTIAGO BLVD. ORANGE CA, 92867

Parent Project: **DPR2018-0016**

Details:

LIST OF CONDITIONS

DEPARTMENT	CONTACT
BUILDING	**Oscar Davalos**

1. BUILDING DEPARTMENT CONDITIONS
2. Access, sanitary facilities, and parking shall comply with Title 24 Handicap Requirements.
3. Construct trash enclosures per city standards. May be obtained at Bldg. Dept. Counter.
4. Construction activity shall not occur between the hours of 8:00 pm to 7:00 am, Monday thru Saturday and 6:00 pm to 10:00 am on Sundays and Federal Holidays.
5. Roofing material shall be Class A.
6. Submit five (5) complete sets of plans including the following - * Plot Plan * Foundation Plan * Floor Plan * Ceiling and roof framing plan * Electrical Plans (electrical service shall be underground per Corona Municipal Code Section 15.06), including size of main switch, number and size of service entrance conductors, circuit schedule and demand load. * Plumbing and sewer plan, isometric, including underground diagram, water piping diagram, sewer or septic tank location, fixture units, gas piping and vents, heating and air conditioning diagram. * Landscape and Irrigation plans; Submit four (4) complete sets detached from building plans. Landscape Maintenance District plans shall be submitted directly to the Public Works Department. Landscape plans shall be approved prior to the issuance of any Building Permits.
7. Submit two (2) sets of structural calculations, energy conservation calculations and soils reports. Architects/Engineers stamp and wet signature is required prior to submittal of plan check.
8. Upon tenant improvement plan check submittal there may be additional Building Department requirements.
9. Fees - a. Occupancy fee of $255.00 at the time of permit per unit. b. Property Development Tax at $960.00 per dwelling unit. c. Storm water drainage fee at $0.13 per square foot for Residential/ $0.025 per square foot for Commercial \u0026 Manufacturing. d. School Fees shall be paid prior to issuance of permit. Provide copy of receipt to the Building Department.
10. Comply with the Corona Burglary Ordinance # 15.52. Copies are available at the Building Department counter.
11. All contractors must show proof of State and City licenses, and workmen's compensation insurance to the City prior to the issuance of permits.
12. Business' shall not open for operation prior to posting of Certificate of Occupancy issued by the Building Department.
13. All Fees Including Development Fees Must Be Paid in Full Prior to NIC or C of O Issuance
14. All Fees Including City Impact Fees Must Be Paid in Full Prior to NIC or C of O Issuance

FIRE	Cindi Schmitz

1. Place Fire Department DPR comments on plans as general notes.
2. Plans shall show a minimum drive width of 28 feet for designated fire lanes.
3. Provide plans for two (2) all weather surface access ways to be approved by the Fire Prevention Manager and construct the access way(s) to accommodate 70,000 lbs GVW during all phases of construction.

EXHIBIT B

FIRE	Cindi Schmitz

4. All projects shall comply with the City of Corona Fire Department Site Construction Standard. A copy of which is available at the Fire Department counter. Projects shall have approved all weather access from two (2) directions and fire hydrants providing the required fire flow tested and accepted prior to combustible construction.
5. Dead end access drives shall not exceed one hundred fifty (150) feet in length.
6. Provide turn-around for access drive(s) meeting Fire Department standards/approval.
7. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s).
8. Street and drive grades shall not exceed 10% unless approved by the Fire Chief and City Engineer.
9. Modify the site plan to provide an all weather access within 150 feet of portions of exterior walls of the first story of the building as measured by an unobstructed route around the exterior of the building.
10. A minimum fire flow of 3500 gpm shall be provided.
11. The fire service waterline shall be looped and provided with two (2) separate points of connection.
12. Fire hydrants are to be spaced a maximum 250 feet apart.

PLANNING	Sandra Yang

1. 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.
2. The applicant or his successor in interest shall comply with the following mitigation measures established in the Mitigated Negative Declaration prepared for the Latitude Business Park (PP2019-0001 and PM 37608).
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.
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.
5. At time of map recordation, a conservation easement shall be established over Joseph Canyon Wash (Lots A and B of Parcel Map 37608). In addition, the applicant shall pay an in-lieu fee as mitigation to a conservancy for maintenance of the wash in perpetuity or purchase mitigation credits in an established mitigation bank as an alternative. Documentation of such payment shall be provided to the City prior to issuance of a building permit.
6. The city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.

(Continued on next page)

PLANNING	Sandra Yang

7. The developer shall engage with the residents on Liberty Avenue on the landscaping and fence condition along the project site's north property line (across from the residences) to mitigate concerns regarding views and noise. Prior to the approval of the landscape plans and fence plan, the developer shall provide in writing to the Community Development Department the conclusion reached with the majority of the residents that directly abut Liberty Avenue on the project's edge condition. [Added by the Planning and Housing Commission on March 24, 2020]

PUBLIC WORKS	Michele Hindersinn

1. The Public Works and the Departments of Water and Power, Maintenance and Parks and Landscaping Conditions of Approval for the subject application shall be completed at no cost to any government agency. All questions regarding the intent of the conditions shall be referred to the 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. 2. Prior to the issuance of a building permit, PM37608 shall be recorded.
   3. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.
   4. Prior to recordation of PM37608 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.
   5. 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.
   6. 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.
   7. 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.
   8. 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.
   9. 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.
   10. 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.

(Continued on next page)

PUBLIC WORKS	Michele Hindersinn

3. 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.
14. Prior to map recordation, the developer shall ensure that a property owner's association is established for the purpose of maintaining all private streets, common areas and private utilities. The association documents, including any necessary Covenants, Conditions and Restrictions (CC&R's), shall be subject to the review and approval of the Public Works Department and shall be recorded concurrently.
The developer shall enter into CC&Rs and/or a maintenance agreement for maintenance of shared facilities within the project scope, including but not limited to; landscaping, pavement maintenance for private drives, lighting, and all proposed water quality facilities.
15. Prior to map recordation, the developer shall finish the construction or post security guaranteeing the construction of all public
improvements. Said improvements shall include, but are not limited to, the following:
a) All street facilities along Temescal Canyon Road, Tom Barnes Road, and Corona Street including traffic mitigation measures
b) All drainage facilities
c) All required grading, including erosion control.
d) All required sewer, water and reclaimed water facilities.
e) All required landscaping and/or park facilities.
f) All under grounding of overhead utilities, except for cables greater than 32k volts.
16. 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.
17. 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.
18. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Public Works Department Land Development Section.
19. 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.
20. 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.

(Continued on next page)

PUBLIC WORKS	Michele Hindersinn

4. 21. Prior to issuance of grading permit or construction of any improvements, a letter will be required from a qualified botanist, plant taxonomist or field biologist specializing in native plants, stating that an investigation and/or eradication of scale broom weed (Lepidospartum Squamatum) has been completed.
22. 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.
23. 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.
24. 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.
25. Prior to map recordation or issuance of a grading permit, whichever occurs first, the developer may be required to obtain a Section 1601/1603 permit from the California Department of Fish and Wildlife, a Section 401/404 permit from the United States Army Corps of Engineers, or provide verification that the project is exempt from permit requirements or that project is already covered under existing permits.
26. 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.
27. 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.
28. 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.
29. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP, and maintain all onsite BMP facilities.
30. 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.

(Continued on next page)

PUBLIC WORKS	Michele Hindersinn

5. 31. 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.
32. Prior to map 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.
33. Prior to map 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.
34. 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.
35. Prior to map recordation, the applicant shall offer for dedication all required street rights-of-way including:
a) a 30-foot half width road right-of way along the project frontage to Liberty Avenue and La Gloria Street
b) Lot J (existing Corona Street), half-width
c) Dedication of Temescal Canyon Road along the project frontage in coordination with the City of Corona Traffic Engineering Division, to match existing right-of-way to the south of Tom Barnes Street.
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.
36. Prior to map recordation, the applicant shall release and relinquish all vehicular access rights to the City of Corona along Interstate 15, Temescal Canyon Road, and Tom Barnes Street, except at approved intersections.
37. Prior to map recordation or approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
a) Temescal Canyon Road along the project frontage, shall be improved to ultimate conditions, including but not limited to; roadway widening, street light installation, parkway landscaping, curb/gutter and sidewalk improvements. Proposed widening shall align with existing, adjacent improvements to the south, and shall transition safely to existing improvements to the north. All local and/or major arterial highways' vertical and horizontal alignments shall be coordinated with the City of Corona Traffic Divisions, and approved by the City Engineer.
b) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
c) All street intersections shall be at ninety (90) degrees or as approved by the Public Works Director.
d) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
e) Under grounding of existing and proposed utility lines.
f) Street lights.
g) All other public improvements shall conform to City of Corona standards.
38. 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.
Temescal Canyon Road shall be improved along the project frontage to 1/2 plus 10', or as approved by the City Engineer. Any existing improvements along Tom Barnes Street damaged by the proposed project development, shall be replaced, in kind.
39. 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.
40. 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.

(Continued on next page)

PUBLIC WORKS	Michele Hindersinn

6. 41. The developer shall comply with the approved traffic study recommendations, including:
1. Signal at State Street and Ontario Avenue. (34.92% fair share contribution). Developer's traffic engineer shall submit valuation for fair share for payment prior to Building Permit issuance.
2. Signal Modification at Cajalco Road and Temescal Canyon Road. (100%)
3. Ontario Avenue at El Cerrito eastbound right turn overlap (21.6% fair share contribution). Developer's traffic engineer shall submit valuation for fair share for payment prior to Map recordation.
4. Temescal Canyon Road at Cajalco Road - restripe west leg eastbound approach with 2nd EB left turn. Widening of Temescal Canyon Road for new receiving lane. Developer's traffic engineer shall submit valuation for in-lieu fee payment prior to Map recordation. (100%)
5. Temescal Canyon Road, northbound right turn overlap (widening for right turn pocket, and widening for receiving lane on Cajalco). (100%)
6. Tom Barnes at Temescal Canyon Road - Restripe EB Approach to mitigate Queue concerns noted in TIA. To be completed prior to issuance of a building permit.
7. Tom Barnes at Temescal Canyon Road - Modify signal operation and striping to allow for exclusive EB LT lane, a shared EB LT/Thru Lane, an exclusive EB RT lane, and removal of crosswalk on South Leg. Modify intersection to permit E/W split phase operation (100%).
8. Signage as approved by the Public Works Department that directs trucks to Cajalco Road from Tom Barnes Road. The placement of the signage shall be approved as part of the improvement plans for the project. The signage shall be installed prior to the first Certificate of Occupancy. All fair share and in-lieu fees shall be submitted prior to building permit issuance, or final map recordation for the proposed project, whichever occurs first.
42. 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.
43. Prior to 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.
44. Prior to map recordation, the applicant shall submit for approval all proposed parkway, slope maintenance, and/or landscaping easements to be granted to the Community Facilities District or Landscape Maintenance District, as specified on the tentative map or Conditions of Approval. Said information shall be submitted to the Public Works Department Land Development Section for approval.
45. 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.
46. 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.
47. The developer shall pay all applicable fees prior to map recordation or building permit issuance as may be required as specified in the Corona Municipal Code or associated agreements.
48. 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.
49. Prior to recordation or approval of improvement plans, the applicant shall obtain all necessary easements for any required offsite water and sewer facilities.
50. Prior to issuance of any building permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Chief.

(Continued on next page)

PUBLIC WORKS	Michele Hindersinn

7. 51. 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.
   52. 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.
   53. Prior to map 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.
   54. Prior to map recordation, 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. Reclaimed water shall be constructed to this project, and along the project frontage in Tom Barnes Street, connecting to the existing facilities to the south, within the Crossings development.
   55. 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.
   56. Prior to map recordation, 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.
   57. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.
   58. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.
   59. Static pressures exceeding 80 psi require an individual pressure regulator.
   60. Reclaimed water shall be used for any construction activity. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.
   61. The applicant shall provide a separate irrigation water service for each lot or commonly maintained landscaped areas by the POA or CFD.
   62. 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.
   63. 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.
   64. Prior to issuance of any permit: Mitigation measures, as outlined by; the Army Corps of Engineers, US Department of Fish and Game, and the Santa Ana Regional Water Quality Control Board; for the Joseph Canyon Wash area adjacent to the project site, shall be completed, and documented completion submitted to the City of Corona PW Department.
   65. Access through the proposed development shall be provided to the existing NAP parcel at the northwesterly end of the project site. An access easement shall be dedicated on the Final Map for access to this parcel.
8. The CC&Rs for the project shall include language that truck traffic exiting the property shall exit southbound on Temescal Canyon Road to Cajalco Road to access the freeway. Truck traffic going northbound on Temescal Canyon Road from the project site is prohibited. This truck route shall remain in place until Temescal Canyon Road north of the project site is improved to its ultimate width in the County of Riverside. [Added by the Planning and Housing Commission on February 24, 2020]
9. Tom Barnes Road shall be posted for no parking. Signs shall be posted in locations approved by the city's Public Works Traffic Engineer and shall be erected prior the first Certificate of Occupancy issued for the project. [Added by the Planning and Housing Commission on February 24, 2020]

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PUBLIC WORKS	Michele Hindersinn

10. Prior to the issuance of a precise grading permit, the developer shall work with the County of Riverside and city staff on an equitable resolution regarding the paving of Liberty Road. [Added by the Planning and Housing Commission on February 24, 2020]
11. The developer shall cover the costs associated with the city hiring an inspection project manager (consultant) to be the point of contact for the project during the grading and building construction process. [Added by the Planning and Housing Commission on February 24, 2020]
12. The portion of Liberty Avenue adjacent to the residences north of the project site's property line shall be paved to a width of 24 feet by the developer prior to the issuance of the first Certificate of Occupancy for the project. The paved road section shall be reviewed and approved by the County of Riverside's Transportation and Land Management Agency. [Added after the Planning and Housing Commission on February 24, 2020]

TABULATION

	BLDG.1		BLDG. 2		BLDG. 3		BLDG.4		BLDG.5		BLDG. 6		BLDG. 7		BLDG. 8		BLDG.9		BLDG. 10		BLDG. 11		BLDG. 12		BLDG. 13		BLDG. 14		BLDG. 15		TOTAL	
SITE AREA																																
Square feet	437,906		173,105		141,529		101,320		86,469		133,213		154,244		81,666		213,913		532,852		161,268		230,760				809,081				3,257,326 sf	
Acres	10.05		3.97		3.25		2.33		1.99		3.06		3.54		1.87		4.91		12.23		3.70		5.30				18.57				74.78 ac	
BUILDING AREA																																
Office/Ind. Park	9,000	**5.5%**	6,580	**10.4%**	6,500	**14.5%**	6,500	**19.9%**	5,000	**22.0%**	5,000	**25.7%**	5,000	**13.9%**	5,000	**27.4%**	6,500	**7.3%**	15,000	**5.9%**	4,000	**8.7%**	7,000	**8.9%**	30,492	**44.1%**	30,492	**44.1%**	31,991	**47.5%**	174,055 sf	
Manufacturing	48,228	**29.4%**	24,537	**38.6%**	15,427	**34.5%**	8,739	**26.7%**	5,759	**25.3%**	14,490	**74.3%**	31,084	**86.1%**	13,234	**72.6%**	37,290	**41.7%**	108,799	**42.9%**	18,571	**40.3%**	31,421	**40.1%**	3,411	**4.9%**	3,411	**4.9%**	1,110	**1.6%**	365,511 sf	
Warehouse	106,578	**65.1%**	32,386	**51.0%**	22,822	**51.0%**	17,500	**53.5%**	12,000	**52.7%**	0	**0.0%**	0	**0.0%**	0	**0.0%**	45,576	**51.0%**	130,000	**51.2%**	23,493	**51.0%**	39,990	**51.0%**	35,286	**51.0%**	35,286	**51.0%**	34,288	**50.9%**	535,205 sf	
TOTAL	163,806	**100.0%**	63,503	**100.0%**	44,749	**100.0%**	32,739	**100.0%**	22,759	**100.0%**	19,490	**100.0%**	36,084	**100.0%**	18,234	**100.0%**	89,366	**100.0%**	253,799	**100.0%**	46,064	**100.0%**	78,411	**100.0%**	69,189	**100.0%**	69,189	**100.0%**	67,389	**100.0%**	1,074,771 sf	
COVERAGE	37.41%		36.68%		31.62%		32.31%		26.32%		14.63%		23.39%		22.33%		41.78%		47.63%		28.58%		33.08%				25.43%				33.0%	
CLEAR HEIGHT	32'		30'		28'		26'		24'		24'		16'		16'		32'		36'		36'		36'									
AUTO PARKING REQUIRED																																
Office/Ind. Park 1/250 s.f.	36		26		26		26		20		20		20		20		26		60		16		28		122		122		128			stalls
Manu. 1/500 s.f.	96		49		31		17		12		29		62		26		75		218		37		63		7		7		2			731 stalls
Whse. 1/1000 s.f.	107		33		23		18		12		0		0		0		46		130		23		40		35		35		34			536 stalls
TOTAL	239		108		80		61		44		49		82		46		147		408		76		131		164		164		164			1,963 stalls
AUTO PARKING PROVIDED																																
Standard (9' x 20')	122		47		36		18		20		35		126		58		100		305		58		98		183		177		187			1,570 stalls
Compact (8.5' x 17'-8') 40% max.	63		54		37		27		23		8		0		0		51		60		36		59		61		67		54			600 stalls
Accessible Parking (9' x 20')	6		4		3		3		3		1		2		1		4		8		4		4		4		4		4			55 stalls
Van Accessible Parking (12' x 20')	2		2		1		1		1		1		2		1		2		3		1		1		2		2		2			24 stalls
TOTAL	193		107		77		49		47		45		130		60		157		376		99		162		250		250		247			2,249 stalls
40% compact allowed	77		42		30		19		18		18		52		24		62		150		39		64		100		100		98			893 stalls
ADDITIONAL PARKING REQUIRED	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0			0 stalls
TRAILER PARKING PROVIDED																																
Trailer (10' x 53')	27		0		0		0		0		0		0		0		0		15		0		0		0		0		0			42 stalls
TRASH ENCLOSURE REQUIRED SIZE																																
60 s.f. /10K for 1st 20K	120		120		120		120		120		117		120		109		120		120		120		120		120		120		120			1,786 sf
60 s.f. /50K	173		53		30		16		4		N/A		20		N/A		84		281		32		71		60		60		57			941 sf
	293		173		150		136		124		117		140		109		204		401		152		191		180		180		177			2,727 sf
TRASH ENCLOSURE PROVIDED																																
	408		204		204		204		204		204		204		204		204		408		204		204		272		272		272			3,672 sf

MAXIMUM FLOOR AREA RATIO
F.A.R. - No limit
BUILDING SETBACKS
Front - 15' (Local/Collector)
- 20' (Secondary/major street)
Adjacent to Freeway - None
**10' landscape buffer to parking or drive aisle
Side - None
Rear - None
LOADING AREA
Minimum 1 space
addition 1 per 15,000 s.f.
MAXIMUM BUILDING HEIGHT
Height - 40'
** 1ft of setback = additional 1' in height, 55' max
ZONING ORDINANCE FOR CITY
Zoning Designation - Light Industrial (M1)
Note: Proposed public street is not included in the tabualtion

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- ASPHALT CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 20')
- STANDARD PARKING STALL W/ 2' OVERHANG
- COMPACT PARKING STALL (8.5' X 17') MAX. 40% OF REQUIRED
- DISABLED PARKING STALL (9' X 20') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- 28' WIDE FIRELANE
- EXISTING PUBLIC FIRE HYDRANT
- F.H. PRIVATE FIRE HYDRANT– APPROXIMATE LOCATION
- DISABLED PARKING (VAN) STALL (9' X 20') + 5' W/ ACCESSIBLE AIS

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE SHALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF–SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS TO BE CONSTRUCTED.
5. 5'–0"X5'–6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
6. PROVIDE 8' HIGH METAL GATES W/ KNOX–BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. TRASH ENCLOSURE PER CITY STANDARD.
8. APPROXIMATE LOCATION OF TRANSFORMER.
9. PRE–CAST CONCRETE WHEEL STOP.
10. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
11. DESIGNATED SMOKING AREA.
12. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
13. MONUMENT SIGN.
14. ACCESSIBLE PARKING STALL SIGN.
15. 8' HIGH CONCRETE TILT UP SCREEN WALL.
16. 42" HIGH CONCRETE GUARDWALL.
17. TRUNCATED DOME.
18. EXTERIOR PATIO AREA.
19. EXTERIOR CONCRETE STAIR WITH GUARDWALL AND HANDRAIL
20. EXTERIOR BIKE RACK.
21. 8' HIGH METAL FENCE

PROJECT INFORMATION

Owner
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998–3400
FAX: (714) 998–3401
CONTACT: PATRICK TRITZ

Applicant
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998–3400
FAX: (714) 998–3401
CONTACT: PATRICK TRITZ

Construction Type
CONCRETE TILT–UP BUILDING
BUILDING OCCUPANCY: F–1/B
OFFICE & MANUFACTURING
CONSTRUCTION TYPE: III–B

Applicant's Representative
HPA, INC.
18831 BARDEEN AVE. – SUITE 100
IRVINE, CA 92612
PHONE: (949) 862–2173
FAX: (949) 863–0851
CONTACT: NANCY PARK

Zoning
ZONING: LIGHT INDUSTRIAL DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91–02)
GENERAL PLAN: LI (LIGHT INDUSTRIAL)

Assessors Parcel Number
279–140–001–0 (AFFECTS PARCEL 1);
279–140–007–6 (AFFECTS PORTION OF PARCEL 2) AND
279–231–044–0 (AFFECTS PORTION OF PARCEL 2)

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

Project Address
TOM BARNES ST. & TEMESCAL CANYON RD.
CORONA, CA 92883

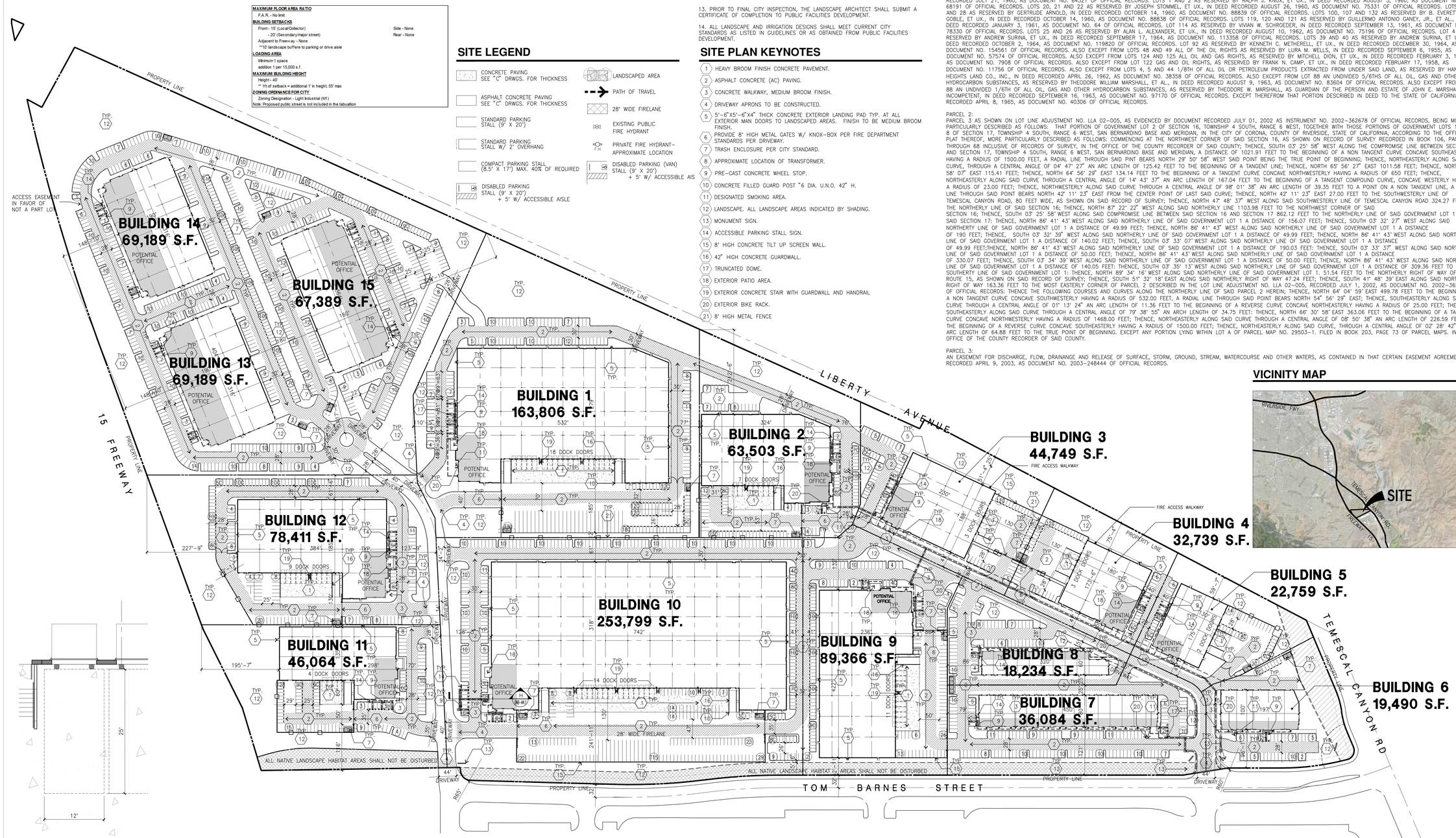
Legal Description
THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
TRACT 3333–R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES: LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JULY 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS. LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS. LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS. LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS. LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS. LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS. LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS. LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS. LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS. LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS. LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS. EXCEPT THEREFROM THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306 OF OFFICIAL RECORDS.

PARCEL 2:
PARCEL 3 AS SHOWN ON LOT LINE ADJUSTMENT NO. LLA 02–005, AS EVIDENCED BY DOCUMENT RECORDED JULY 01, 2002 AS INSTRUMENT NO. 2002–362678 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE, SOUTH 03° 25' 58" WEST ALONG THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, A DISTANCE OF 1021.91 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET, A RADIAL LINE THROUGH SAID PINT BEARS NORTH 29° 50' 58" WEST SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 04° 47' 27" AN ARC LENGTH OF 125.42 FEET TO THE BEGINNING OF A TANGENT LINE; THENCE, NORTH 65° 56' 27" EAST 1011.58 FEET; THENCE, NORTH 55° 58' 07" EAST 115.41 FEET; THENCE, NORTH 64° 56' 29" EAST 134.14 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 650 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14° 43' 37" AN ARC LENGTH OF 167.04 FEET TO THE BEGINNING OF A TANGENT COMPOUND CURVE, CONCAVE WESTERLY HAVING A RADIUS OF 23.00 FEET; THENCE, NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 98° 01' 38" AN ARC LENGTH OF 39.35 FEET TO A POINT ON A NON TANGENT LINE, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 42° 11' 23" EAST FROM THE CENTER POINT OF LAST SAID CURVE; THENCE, NORTH 42° 11' 23" EAST 27.00 FEET TO THE SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD, 80 FEET WIDE, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, NORTH 47° 48' 37" WEST ALONG SAID SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD 324.27 FEET TO THE NORTHERLY LINE OF SAID SECTION 16; THENCE, NORTH 87° 22' 22" WEST ALONG SAID NORTHERLY LINE 1103.98 FEET TO THE NORTHWEST CORNER OF SAID SECTION 16; THENCE, SOUTH 03° 25' 58" WEST ALONG SAID COMPROMISE LINE BETWEEN SAID SECTION 16 AND SECTION 17 862.12 FEET TO THE NORTHERLY LINE OF SAID GOVERNMENT LOT 1 OF SAID SECTION 17: THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 156.07 FEET; THENCE, SOUTH 03° 32' 27" WEST ALONG SAID NORTHERTY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 190 FEET; THENCE, SOUTH 03° 32' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 140.02 FEET; THENCE, SOUTH 03° 33' 07" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET;THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 190.03 FEET: THENCE, SOUTH 03° 33' 37" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 330.07 FEET; THENCE, SOUTH 03° 34' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 140.05 FEET: THENCE, SOUTH 03° 35' 13" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 309.36 FEET TO THE SOUTHERTY LINE OF SAID GOVERNMENT LOT 1: THENCE, NORTH 89° 34' 16" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1, 51.54 FEET TO THE NORTHERLY RIGHT OF WAY OF ROUTE 15, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, SOUTH 51° 32' 18" EAST ALONG SAID NORTHERLY RIGHT OF WAY 47.24 FEET; THENCE, SOUTH 41° 48' 39" EAST ALONG SAID NORTHERTY RIGHT OF WAY 163.36 FEET TO THE MOST EASTERLY CORNER OF PARCEL 2 DESCRIBED IN THE LOT LINE ADJUSTMENT NO. LLA 02–005, RECORDED JULY 1, 2002, AS DOCUMENT NO. 2002–362678 OF OFFICIAL RECORDS: THENCE THE FOLLOWING COURSES AND CURVES ALONG THE NORTHERLY LINE OF SAID PARCEL 2 HEREIN; THENCE, NORTH 64° 04' 59" EAST 499.78 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 532.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 54° 56' 29" EAST; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 13' 24" AN ARC LENGTH OF 11.36 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 79° 38' 55" AN ARCH LENGTH OF 34.75 FEET: THENCE, NORTH 66° 30' 58" EAST 363.06 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1468.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08° 50' 38" AN ARC LENGTH OF 226.59 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 02° 28' 42" AN ARC LENGTH OF 64.88 FEET TO THE TRUE POINT OF BEGINNING. EXCEPT ANY PORTION LYING WITHIN LOT A OF PARCEL MAP NO. 29503–1. FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS. IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:
AN EASEMENT FOR DISCHARGE, FLOW, DRAINANGE AND RELEASE OF SURFACE, STORM, GROUND, STREAM, WATERCOURSE AND OTHER WATERS, AS CONTAINED IN THAT CERTAIN EASEMENT AGREEMENT, RECORDED APRIL 9, 2003, AS DOCUMENT NO. 2003–248444 OF OFFICIAL RECORDS.

VICINITY MAP



ENLARGED LOADING AREA (B)
scale: 1/8"=1'–0"

MASTER SITE PLAN (A)
scale: 1"=100'–0"
SCALE: 1" = 100'–0"
0 100' 200'

SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

EXHIBIT C

HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

DPR 2018-0015 / DPR 2018-0016

Owner:
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
TEL : 714-998-3400

Project:
LATITUDE BUSINESS PARK
CORONA 92883, CA

Consultants:

Civil:	LDDC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Master Site Plan
Project Number:	15438
Drawn by:	NP
Date:	01/30/19
Revision:	
Sheet:	

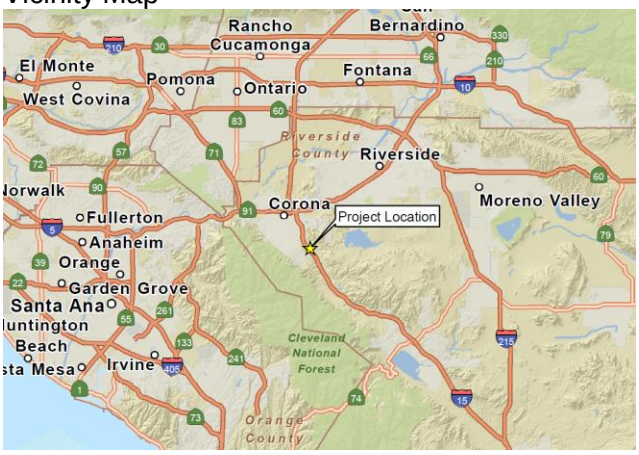
CITY OF CORONA
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
FOR LATITUDE BUSINESS PARK

PROJECT TITLE: Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608)

PROJECT LOCATION: Northwest corner of Tom Barns Street and Temescal Canyon Road, east of Interstate 15, in the city of Corona, County of Riverside (APNs 279-121-004,-005, -006; 279-122-001, -002, -003, and -004; 279-123-001, -002, and -003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140-001, and -007; 279-231-044.

PROJECT PROPONENT: Latitude Business Park, LLC, 2518 N. Santiago Blvd, Orange, CA 92867

Vicinity Map



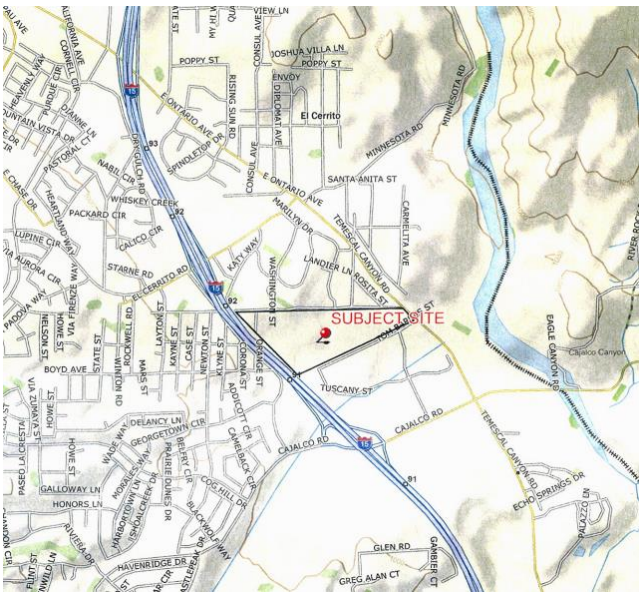


EXHIBIT D

PROJECT DESCRIPTION:

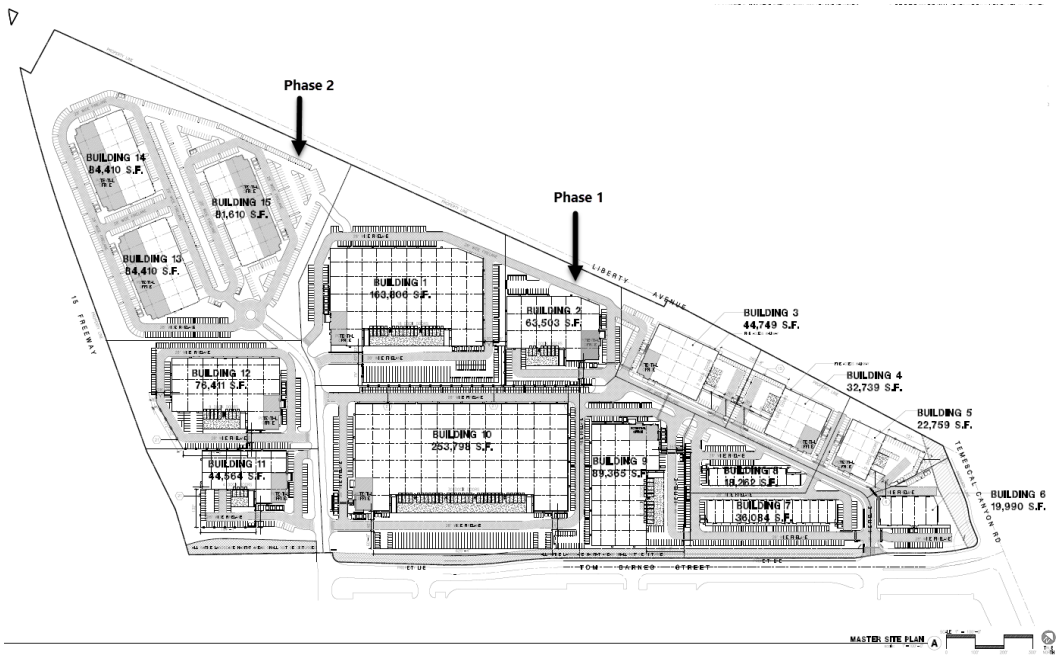
The project under Precise Plan 2019-0001 entails the construction of 15 buildings that will be used for industrial park, light industrial, manufacturing and warehouse with ancillary offices on 75 acres located at the northwest corner of Tom Barns Street and Temescal Canyon Road (project site). TTM 37608 is the subdivision of the project site into 13 lots to create separate parcels for certain buildings. The project site is in the El Cerrito Specific Plan and zoned Light Industrial (LI). The combined building square footage totals 1,074,771 square feet. The square footages based on building use are as follows:

Industrial Park (174,055 square feet): Buildings 3, 4, 5, 6, 7 & 8.
Light Industrial (205,767 square feet): Buildings 13, 14 & 15.
Warehouse (535,205 square feet) and Manufacturing (159,744 square feet) Buildings: 1, 2, 9, 10, 11 & 12.

The project is anticipated to be developed in two phases. Phase 1 covers approximately 46 acres located in the central and easterly portions of the project site and 10 industrial buildings. The total square footage in this phase is about 752,889 square feet. Phase 2 covers the westerly 28 acres located closest to Interstate 15 and 5 industrial buildings. The total building square footage in this phase is about 321,882 square feet.

Ancillary office uses are also considered in the above building square footages. The buildings are speculative with no specific users identified at this time. The exact square footage devoted to office space will be determined on the project's site plan within the square footages noted.

The project will involve the grading of 735,000 cubic yards of cut and 673,000 cubic yards of fill of dirt that will be balanced across the project site. The project site's graded finished condition will result in manufactured cut slopes at a ratio of 1.5:1 on the north and west perimeters facing the project site and 15 graded building pads. The building pads are to accommodate buildings, parking lots and landscaping.



ENVIRONMENTAL SETTING

Aerial View of Project Site

Site Description

The project site is vacant and undeveloped but was once mined for sand. The mining operation ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit. The mass grading associated with the reclamation process left the site with a gently sloping terrain and 2:1 (h:v) cut and fill slopes. The site slopes to the east and towards existing inlets for drainage. An incised drainage course exists along the southerly perimeter of the site and contains native vegetation consisting of annual weeds and grasses, small brush and small trees. The remainder of the site also contains annual grasses and weeds that are maintained annually through fuel modification practices, except for the area within the drainage course. The site overall is approximately 138 feet from above mean sea level at elevations of 832 feet to 970 feet.

Site Surroundings:

The project site is within an urbanized setting and surrounded by existing development. The project site is surrounded by the following land uses.

North: The project site's north perimeter is adjacent to La Gloria Street/Liberty Avenue. The properties north of the project site are in the unincorporated area of Riverside County, but within the city's sphere of influence. Beyond these streets are single family residences however a plant nursery and a manufacture of stone products (such as fountains and other outdoor garden products) are located near the northeast perimeter of the site.

East: Temescal Canyon Road is adjacent to the project site's perimeter with undeveloped land and an improved storage facility located beyond this street.

South: Tom Barns Street is adjacent to the project site's perimeter with The Crossing shopping center located beyond. The shopping center contains about 1.1 million square feet of commercial/retail buildings with associated parking lot and landscaping.

West: Interstate 15 is adjacent to the project site's perimeter with single family residences located beyond.

GENERAL PLAN \ ZONING:

General Plan
The General Plan of the project site is Light Industrial (LI). The city's General Plan was last updated in 2004 and the project site was designated LI under the general plan update. Therefore, no change to the General Plan land use on the project site has occurred since 2004.

Zoning
The project site is within the El Cerrito Specific Plan (SP91-2), which is the document governing the zoning of the project site. The project site is zoned Light Industrial by SP91-2. The LI zone is intended for light manufacturing, light industrial, office and service-related uses.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Per CEQA Guidelines Section 15206 (b)(2)(E), an industrial project is of statewide, regional, or areawide significance if the proposed project meets any of the following criteria:

> *A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupy more than 40 acres, or have more than 650,000 square feet in floor area.*

The proposed project is approximately 75 acres and will have 1,074,771 square feet of building area. Therefore, this initial study/mitigated negative declaration is being submitted to the State Clearinghouse for review and comment.

STAFF RECOMMENDATION:

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

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

__ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: January 2, 2020 Prepared By: _Joanne Coletta, Community Development Director

Contact Person: Joanne Coletta Phone: (951) 736-2434

AGENCY DISTRIBUTION
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

X State Clearinghouse (all CA agencies)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

___X__ SCAG, Riverside County Regional Office3403 10th Street, Suite 805
Riverside, CA 92501

UTILITY DISTRIBUTION

___X____ Southern California Edison

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

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

Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona 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)	☐	☐	☐	☒
b. Conflict with surrounding land uses	☐	☐	☐	☒
c. Physically divide established community	☐	☐	☐	☒

Discussion:

a.

The project site is within the boundary of the El Cerrito Specific Plan (SP91-02). The specific plan covers 2,928 acres including the project site. The specific plan zoning for the project site is Light Industry (LI) in Planning Areas 1 and 2. The specific plan governs the land uses and development standards for the project site. The General Plan designation for the project site is Light Industrial. Therefore, the project site's zoning and General Plan are consistent and do not conflict with the city's adopted land use plans.

b.

The intended development of the project site for industrial purposes does not conflict with surrounding land uses. The project site is surrounded by developed land uses that consist of street rights-of-way, single family residences, a nursery, light industrial buildings, an improved outdoor storage facility for recreational vehicles and commercial/retail buildings within a neighboring regional commercial shopping center. The project site would be developed in accordance with the development standards established for the LI designation which includes required building setbacks to property lines, landscaping requirements, maximum building heights, equipment screening and parking. Additionally, the developed pads on the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower). Where the northeasterly perimeter of the project site is across from the nursery and industrial buildings the graded pad elevations on average will be 2.5 feet lower. The northerly area of the project site having the greatest difference in elevation will include an inward facing manufactured slope covered with landscaping. Therefore, the landscaping along this manufactured slope will provide suitable buffering to the residential properties and is not considered to have an impact.

c.

The project site is undeveloped and vacant and is adjacent to streets on the north, east and south sides and Interstate 15 to the west. Therefore, the project will not divide an established community and is not considered an impact.

2. POPULATION AND HOUSING:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	☐	☐	☐	☒
b. Displace substantial numbers of existing housing or people	☐	☐	☐	☒

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Discussion:

a.

The project site being developed for light industrial purposes and would not induce substantial population growth in the city. The project would increase the city's service population, but not the city's overall residential population. Therefore, this is not considered an impact.

b.

The project would not displace existing housing or people as the site is undeveloped and vacant of structures. Therefore, this is not considered an impact.

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

Discussion:

a.

The project site is not located within the presently defined boundaries of an Alquist-Priolo Earthquake Fault zone (Corona General Plan, 2004) or a county of Riverside fault hazard zone (County of Riverside GIS website, 2018). Active fault zones regional to the project site include the Chino-Central Avenue fault, the Elsinore fault, and the Whittier fault, but none of those are active faults transecting the project site. The risk of surface rupture from active faults is considered negligible because of the absence of known active faults on the site. However, ground cracks can and do appear on sites due to strong seismic shaking associated with earthquakes, imperfections in subsurface strata, and the expansive nature of some soils near the ground surface. Therefore, the possibility of minor cracks in the ground surface are likely but not significant. Therefore, this is not considered an impact.

b & c.

The project site in addition to the adjacent 113.5 acres to the south was formerly mined for sand under Surface Mining Permit No. 109 issued by Riverside County in 1978. The mining operations ceased in 1997. The 113.5 acres to the south have since been developed as a regional shopping center consisting of 1.16 million square feet of building area with associated parking and landscaping. As part of the mining reclamation process on the project site, approximately 800,000 cubic yards of dirt was mass graded across the site. Presently, the project site gently slopes to the east and toward existing drainage inlets. An incised drainage course existing along the southerly perimeter of the project site and contains annual weeds and grasses and numerous brush and small trees. The project site will once again need to be graded to accommodate precise building pads associated with the project, which involves 735,000 cubic yards of cut and 673,000 cubic yards of fill across the site. The buildings on the project site will be of typical concrete tilt-up construction with the buildings being no greater that two stories. Based on the geotechnical investigation performed on the project site and the grading anticipated for the project, the building pads are anticipated to be either fill or transition pads that will require overexcavation and recompaction. If imported soil is necessary to balance the site for the creation of certain building pads, the process should be observed and approved by the soil engineer to verify compliance with project specifications in accordance with approved grading plans. Therefore, mitigation

is necessary to ensure this impact is less than significant. (Mitigation Measure 3-1).

d & e.

The geotechnical investigation done by South Shore Testing and Environmental (October 2018) on the project site used historical data and previous geotechnical reports performed on the project site. Due to the previous mining three pit ponds were created in the central portion of the project site but were filled during the reclamation process. The following provides a brief description of the geological units underlying the site that are considered pertinent to the proposed development.

Undocumented Fill

Pond 1 shown on the mining reclamation plan reportedly had undocumented fill left-in place and a surcharge fill with a minimum thickness of 20 feet was constructed where existing undocumented fills were left-in place. Settlement monuments were constructed to monitor settlement beneath the surcharge fills. The monitoring continued from August 2005 to February 2012, when a fire destroyed the monitoring equipment. Based on the latest sets of settlement data collected from the monitoring system it was determined that the surcharged induced settlement appeared complete. The surcharge soils were removed and used to fill in the remaining low areas of Pond 3 and the disposal area.

Engineered Fill

Areas of compressible soils underlying the subject site were removed and replaced with engineered fill. Engineered fill includes most of the project and extends to a depth of approximately 40 feet to over 140 feet below grade surface (bgs). The fill consists predominately of silty Sand, clayey Sand and sandy Clay and is considered suitable for support of structural fills or structures.

Colluvium

Colluvial soils have been mapped at the ground surface on the northwesterly portion of the site. This soil reportedly consists of silty Sand, clayey Sand, and sandy Clay that is not considered suitable for structural fills or structures with recompaction. The preliminary mass grading plan for the project anticipates this soil to be removed during mass grading operations.

Older Alluvium

Older alluvium was encountered at shallow depths on the easterly portions of the site overlying granitic bedrock. This soil is overlain approximately 30 feet of engineered fill and generally consisted of sandy Silt. Where undisturbed this soil is dense and suitable for support of structural fills or structures.

Silverado Formation

Sedimentary bedrock units of the Silverado formation underlie most of the site at depths varying from 40 feet to 140 feet and is exposed at the ground surface on the westerly portion of the project site. This soil is usually fine-grained silty sandstone with frequent sandy siltstone and siltstone interbeds.

Granitic Bedrock

Granitic bedrock is anticipated to underlie the project site at depths encountered on the easterly portion of the site. Where undisturbed this bedrock is dense and suitable for support of structural fills or structures.

Based on the project's geotechnical investigations (SST&E, 2018), development of the project site is feasible and safe from a geotechnical standpoint provided that certain mitigation measures contained within the investigation report are implemented during the design and construction of the project. Therefore, the implementation of MM 3-1 noted above and MM 3-2 reduces potential geological impacts to less than significant.

f.

The project's geotechnical investigation indicates there was an observation, classification and previous testing that indicate near surface soils have a medium expansion potential (Expansion Index of 50 & 86) consisting of plastic clayey Sand and silty Clays. To reduce the potential for heave of finish grade, it was previously recommended that soil exhibiting an expansion index greater than 50 be removed from the upper 4 feet of finish pad grade. Therefore, mitigation is recommended to ensure this potential impact remains less than significant (MM 3-3)

Mitigation Measures

MM 3-1

On-site grading shall be done according the recommendations of the preliminary geotechnical investigation prepared by South Shore Testing and Environmental (October 2019). Recommendations include: a) site specific grading instructions contained

in Appendix C of the report which covers site preparation, compacted fills, cut slopes, trench backfills and grading controls, b) structural fill placed in pad areas should be suitably processed by moisture conditioning to near optimum moisture content, then compacted in the upper 12-inches to the minimum compaction requirement prior to placing fill; and c) no structural fill shall be placed within the building areas on any ground without first being observed by licensed civil engineer or geologist and that written certification be provided that the ground is competent and prepared to receive fill.

MM 3-2

Corrosivity suite testing should be performed at the completion of rough grading including soluble sulfate, chloride, PH, and resistivity testing to determine the type of concrete to be utilized on-site.

MM 3-3

During the grading of the project site testing of the subgrade soils should be conducted to evaluate the expansive nature of the subgrade soils. If highly expansive soils are discovered, overexcavation of the slope face should occur and shall be replaced with very low to medium expansion soils during grading. This evaluation shall be monitored and evaluated by the project's licensed civil engineer and/or geotechnical/soil engineer. The foundation design parameters should be developed specific to the design of the final foundation scheme at the completion of grading.

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

Discussion:

a.

A preliminary water quality management plan (WQMP) was prepared by LDDC (2019) for the project site. The project site will be improved with an on-site drainage system that will treat/filter off-site flows coming across the project site and on-site flows before being discharged into the city's public storm drain. Water treatment will be done through the modular wetlands being created on the project site. The modular wetlands are located in areas throughout the project site and in the path of water flows. The modular wetlands are a biofiltration system that flushes out pollutants picked up from surface runoff occurring across impervious surface, such as asphalt from parking lots. These types of surfaces normally have oil residue and other types of pollutants that are captured with water runoff. Therefore, before the water is discharged into the underground retention box and the discharged into the city's public storm drain, the modular wetlands are designed to filter out and capture the pollutants. As part of the issuance of a grading permit, the applicant is required to comply with the their approved WQMP.

The city's Public Works inspector also inspects the project site for compliance with the WQMP during the on-site grading process and at the time of project completion. Therefore, the project will not impact or violate water quality standards.

b.

The project's construction and operation are not expected to come in contact with groundwater resources that would require groundwater resources to be pumped from the site. Pursuant to CEQA Guidelines Section 15155, the project meets the criteria as a water demand project and therefore requires the preparation of a water supply analysis. An industrial project is defined as a water demand project if: a) the project would house more than 1,000 persons, b) occupy more than 40 acres, or c) have more than 650,000 square feet in floor area. Based on the project's site plan, the project site is approximately 75 acres and will have 1,074,771 square feet of building area. The city's water resources are derived from groundwater basin. Discussion on groundwater resources and the availability of water resources are discussed under Section 12 (d) (sufficient water supply/compliance with UWMP) of this initial study. The project will not deplete groundwater resources and therefore this is not an impact.

c, d, g & h.

The project site accepts water flows from the north from a tributary area of approximately 18 acres. No tributary flows come from the freeway right-of-way nor from the rights-of-way on Tom Barns Street and Temescal Canyon Road. The project is designed to accept off-site runoff from the north which will bypass the project site through proposed underground storm drains that will accept flow from proposed on-site catch basin inlets that discharge into modular wetlands for treatment and then into underground retention boxes. The modular wetlands are placed next to the underground retention boxes which are strategically located in the parking lot serving the industrial building. The project is anticipated to have 14 retention boxes and modular wetlands spread across the project site. The overflows of these on-site retention boxes will discharge into a proposed underground storm drainage system that discharges into the public storm drain in Tom Barns Street. An existing box culvert running from Interstate 15 takes the water flow through Tom Barns Street and continues southeasterly across Temescal Canyon Road toward the Temescal Creek.

The hydrology study (LDDC, 2019) prepared for the project calculated storm water runoff using Corona rainfall data. Off-site runoff was assumed to be 40% impervious area for single family residential, the project site was assumed to be commercial using approximately 90% impervious area in most subareas and the graded slopes were assumed to have 80% impervious area. Based on the modeled formula used in the hydrology study, the volume of stormwater runoff generated by post development of the project site increases from the volume under existing conditions. However, the volume of retention provided by the proposed underground retention boxes is greater than the increase anticipated from stormwater runoff; therefore, the project will not increase the volume of stormwater discharge. Due to the design of the on-site drainage system and the existing public storm drain systems constructed off-site, the project site is designed to properly accept water flow across the site and will not result in increased flooding hazards on-site or in the surrounding area. Therefore, this is not an impact.

e.

The water quality management plan discussed in the above sections for the project is intended to prevent pollutants from being passed through surface water and groundwater. Implementation of the water quality control measures described by the project's WQMP will prevent the degrade of surface and ground water quality and therefore this is not considered an impact.

f.

The project site is not mapped within a 100-year flood zone (Corona General Plan 2004, Figure 5.2-1). Therefore, the project will not have a flood hazard impact. Additionally, as described above in the previous sections, the project will have proper drainage infrastructure constructed on the site that will divert water flow into the city public storm drain.

5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with air quality plan	☐	☐	☐	☒
b. Violate air quality standard	☐	☐	☐	☒

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c. Net increase of any criteria pollutant	☐	☐	☐	☒
d. Expose sensitive receptors to pollutants	☐	☒	☐	☐
e. Create objectionable odors	☐	☐	☒	☐

Discussion:

a, b, c & d.

An Air Quality Assessment was prepared by Ldn Consulting, Inc. (June 2019) for the project. The air quality assessment was prepared to determine the project's compliance with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the South Coast Air Basin (SCAB), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The district prepares Air Quality Management Plans (AQMP) to demonstrate how the region will reduce air pollution emissions to meet the federal and state health-based standards to comply with Clean Air Act requirements and will be ultimately a part of the SIP. SCAQMDs latest adopted AQMP was adopted in March of 2017 (SCAQMD, 2017).

More specifically, the AQMP identifies the path South Coast Air Basin must take for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the federal Clean Air Act. The City of Corona lies within the SCAB. The SCAQMD is the government agency, which regulates sources of air pollution within the City of Corona.

To determine whether a project would create potential air quality impacts, the City of Corona uses South Coast Air Quality Management District's (SQAQMD) Air Quality Thresholds. The screening thresholds for construction and daily operations are shown below in Table 5-1.

Table 5-1
Screening Threshold for Criteria Pollutants

Pollutant	Total Emissions (Pounds per Day)
Construction Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	100
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75
Operational Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	55
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	55

Criteria pollutants are measured continuously throughout the SCAB. This data is used to track ambient air quality patterns throughout the surrounding area. This data is also used to determine attainment status when compared to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The SCAPCD is responsible for monitoring and reporting monitoring data. The District operates approximately 30 monitoring sites that collected data on criteria pollutants within the SCAB. Ambient Data was obtained from the California Environmental Protection Agency's Air Resources Board Website (California Air Resources Board, 2018). Table 5-2 identifies the closest criteria pollutants monitored to the project as well as identifies the relative distance to the project site. The Lake Elsinore monitoring station is located approximately 16 miles from the proposed project site.

Table 5-2
Three Year Ambient Air Quality Summary (Monitoring Closest to Project Site)

Pollutant	Ambient Monitoring Site	Averaging Time	CAAQS	NAAQS	2015	2016	2017
O_3 (ppm)	Lake Elsinore	1 Hour	0.09 ppm	-	0.131	0.124	0.121
	Lake Elsinore	8 Hour	0.070 ppm	0.075 ppm	0.098	0.093	0.098
PM_{10} (µg/m^3)	Lake Elsinore	24 Hour	50 µg/m^3	150 µg/m^3	90.7	99.7	134.1
	Lake Elsinore	Annual Arithmetic Mean	20 µg/m^3	-	20.1	22.4	23.6
$PM_{2.5}$ (µg/m^3)	Lake Elsinore	24 Hour	-	35 µg/m^3	41.7	31.5	27.2
	Lake Elsinore	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	-	9.7	11.3
NO_2 (ppm)	Lake Elsinore	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	0.008	0.008	0.008
	Lake Elsinore	1 Hour	0.18 ppm	-	0.047	0.051	0.049
All ambient emissions reported are assumed to be taken by the district in compliance with both the NAAQS and CAAQS. Methodologies for those measurements are discussed in Table 2.1 of this report.							

The SCAQMD also created methodology for calculating Localized Significance Thresholds (LSTs) for NO2, CO, PM2.5 and PM10. The LST methodology is to be used as a tool to assist lead agencies in analyzing localized impacts associated with site specific project proposals. The LST methodology is often used in the preparation of CEQA documents to determine localized impacts from a project. SCAQMD developed mass rate look-up tables for projects less than five acres to assist local agencies with the development of LSTs, however LST guidelines recommend project specific air quality dispersion modeling for projects greater than five acres (South Coast Air Quality Management District, 2014). Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations and is now used throughout the world.

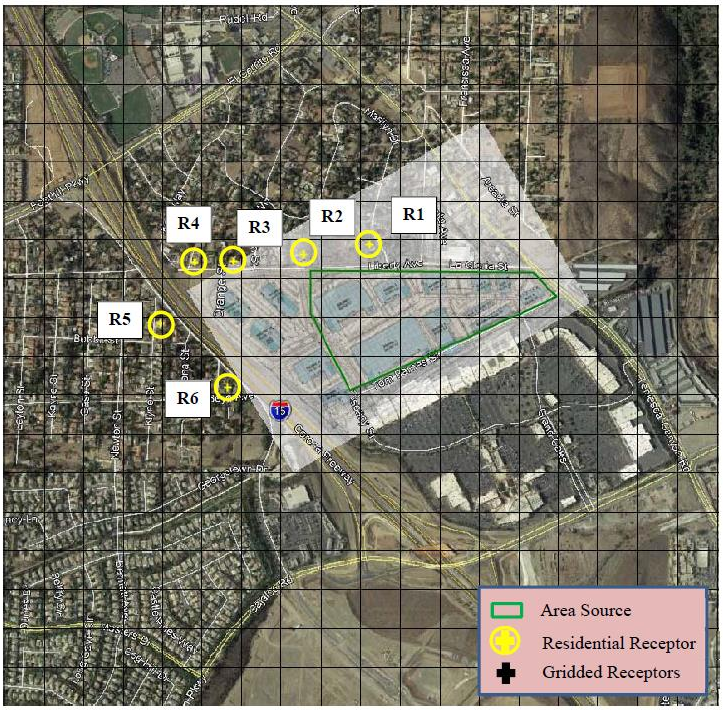
Per the requirements of SCAQMDs LSTs methodology, emissions for gases in attainment such as NO2 and CO are calculated by adding emission impacts from the project development to the peak background ambient NO2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. Also, according to SCAQMD Rule 403, emissions for non-attainment particulate matter such as PM 10 and PM 2.5 can produce no more than 10.4 µg/m3. Demonstrating a projects compliance with SCAQMD screening thresholds demonstrate compliance with SCAQMDs AQMP and is critical to ensuring less than significant impacts when it comes to evaluating if a project will conflict with an air quality plan or violate an air quality standard under CEQA.

The project's air quality assessment (Ldn Consulting 2019) assessed emissions for both project construction related activities and project operational related activities. The results of those assessments are described in the following.

Project Construction Emissions

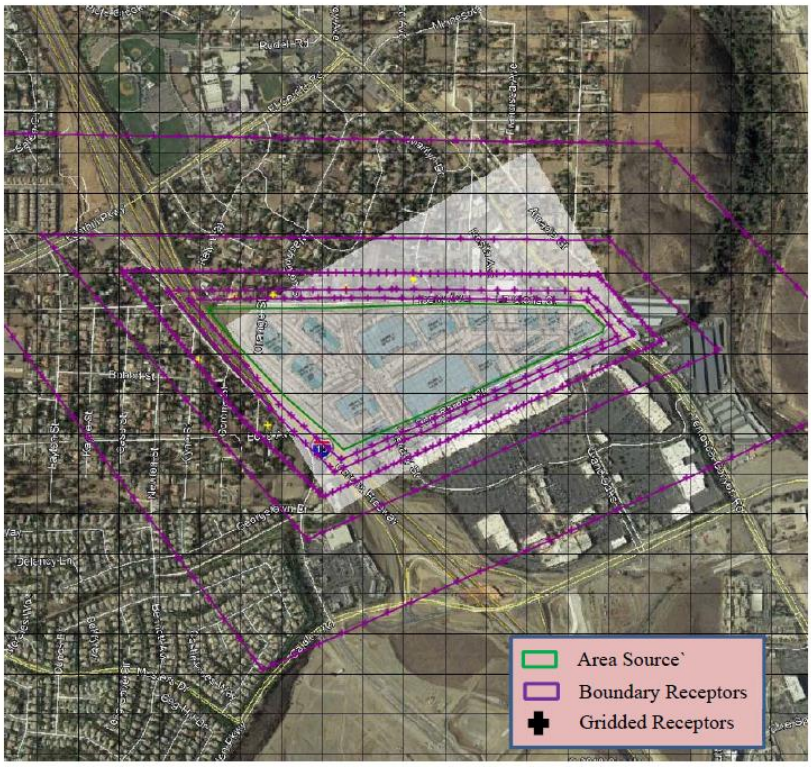
The project's air quality assessment describes in detail the methodology used in determining air quality impacts related to project construction. In summary, project construction emissions were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling software used within this analysis. A graphical representation of the modeling locations is shown below in Figure 5-1. The grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, four sensitive receptors were added to determine annual diesel exhaust emissions at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles. The proposed project would be built out in two phases however for purposes of a worst-case analysis, the project was analyzed over one phase. Using AERMOD the dispersed concentrations of diesel particulates are estimated at the nearest residential homes and are used to evaluate estimated risk exposure. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of the following age groups: a) 3rd trimester, b) 0<2, c) 2<9, d) 2<16, e)16<30 and f) 16-70 years.

Figure 5-1
Receptor Modeling Locations



Localized Threshold Construction Impacts (LSTs) were also calculated for the project during construction. The AERMOD dispersion model was used to calculate project level air quality emissions for NOx, and PM10 emissions, which used an area source method with an area equal to the project boundaries and a source height of 3 meters. A series of concentric boundary receptors (Purple Polygons) was then utilized which represents the typical distances used by SCAQMD to calculate LSTs. The layout of the area source modeling and boundary sources are shown below in Figure 5-2.

Figure 5-2
AERMOD Area Source Modeling and Boundary Sources



Construction dates for the project were estimated to initially occur in early 2020 with the movement of earthwork estimated to take about 3 months. Once the earthwork is completed, the project would pave roads and start on-site building construction. Buildout of the project was expected to be in mid-2021 as a worst-case assumption. Table 5-3 shows the expected timeframes for the project's construction phases, which includes project infrastructure, facilities, improvements and industrial buildings at the project site as well as the expected number of pieces of construction equipment.

Table 5-3
Construction Phasing

Equipment Identification	Proposed Start	Proposed Completion	Quantity
Site Preparation	01/01/2020	01/14/2020	
Rubber Tired Dozers			3
Tractors/Loaders/Backhoes			4
Grading	01/15/2020	02/25/2020	
Excavators			2
Graders			1
Rubber Tired Dozers			1
Scrapers			2
Tractors/Loaders/Backhoes			2
Paving	02/26/2020	03/24/2020	
Pavers			2
Paving Equipment			2
Rollers			2
Building Construction	03/25/2020	05/18/2021	
Cranes			1
Forklifts			3
Generator Sets			1
Tractors/Loaders/Backhoes			3
Welders			1
Architectural Coating	08/12/2020	05/18/2021	
Air Compressors			1
This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.			

Project Construction Emission Results

The calculated emissions for project construction are shown below in Table 5-4. Based on the established thresholds established by the District's AQMP, the project would not exceed daily emissions during the project's construciton phases.

Table 5-4
Expected Project Construciton Emissions

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
2020 (lb/day)	27.07	50.26	36.83	0.10	18.27	2.20	20.47	9.98	2.02	12.01
2021 (lb/day)	26.65	31.46	35.08	0.10	4.90	1.11	6.01	1.32	1.05	2.36
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	-	-	**150**	-	-	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	-	-	**No**	-	-	**No**

The project's air quality assessment also did a health risk assessment for project construction. Based on the modeling used for the assessment, PM10 from onsite construction equipment would cumulatively produce 0.01095 tons over the construction duration (503 calendar days) or an average of 0.00023 grams/second. It should be noted that the modeling assumed Tier 4 equipment would be used during construction. Tier 4 refers to the latest emission milestone established by the U.S. Environmental Protection Agency and the California Air Resources Board applicable to new engines found in off-road equipment including construction, mining and agricultural equipment, and stationary engines found in industrial and power generation applications. As of January 1, 2014, these emissions standards apply to new engines that power equipment commonly found in most construction and agricultural applications. Tier 4 compliant engines significantly reduce emissions of particulate matter (PM) and oxides of nitrogen (NOx) to near zero levels. Relative to previous emissions standards, Tier 4 compliant engines reduce emissions by over 95 percent for most agricultural and construction equipment.

The average emission rate over the grading area is 8.61x10-10 g/m2/s, which was calculated as follows:

$$\frac{0.00023\frac{grams}{second}}{66acres * 4{,}046\frac{meters^2}{acre}} = 8.61 * 10^{-10}\ \frac{\frac{grams}{meters^2}}{second}$$

Utilizing the AERMOD dispersion model, the peak maximum concentration is 0.0299 µg/m3 at the nearest residential receptor to the north during the worst-case construction period. Therefore, utilizing the risk equation identified in the project's air quality assessment, the inhalation cancer risk for 70 years is 7.24 which will not exceed the 10 in one million thresholds. Therefore, the project is not considered to have a health risk during construction. To ensure this risk remains less than the significant, MM 5-1 is required for the project.

The LST methodology used for project construction incorporated background ambient air quality data. The project's air quality assessment utilized the AERMOD dispersion model for these calculations using an urban setting to determine project level emissions for NOx and PM10. Emissions were calculated utilizing multiple point sources over the project site. Total construction emissions were used as taken from CalEEMod and were normalized to the corresponding averaging time used by CAAQS methodology. An offset group of receptors were used consisting of concentric points outwards at 25, 50, 100, 200 and 500 meters were used however for purposes of graphing a 50-meter spaced discreet receptor grid was included. Also, Tier 4 equipment was also assumed to be used in this calculation.

The results showed worst case NOx and PM10 would cumulatively produce 0.5381 and 0.2313 tons respectively over the construction duration of 503 construction days. The average rate over the project area is 0.0112 and 0.0048 grams per second or 6.08 x10-8 g/m2/s and 2.61 x10-8 g/m2/s for each pollutant during the construction day and was modeled as such within AERMOD. Furthermore, the emission output plots are shown in the project's air quality assessment (Ldn Consulting, Figures 4-B and C). Based on the calculations, it was determined the project would not result in emissions that would exceed the LST. Therefore, with the implementation of MM-5-1, this is not considered a less than significant impact. Table 5-5 shows the unmitigated results from AERMOD.

Table 5-5
AERMOD Modeling Results during Project Construction (unmitigated)

Pollutant	Averaging Time	Threshold	Background Ambient Air Quality Data		LST (µg/m3)	Project Contribution (µg/m3)					Sig.?
			Data	(µg/m3)		25 (m)	50 (m)	100 (m)	200 (m)	500 (m)	
NOx	1 Hour	0.18 ppm (339 µg/m³)	0.051 ppm	96.9	245.1	20.7	20.7	18.7	16	12.7	No
PM_{10}	24 Hour	10.4 µg/m3	134.1 µg/m³	134.1	10.4	2.1	2.0	1.6	1.2	0.67	No

Operational Emissions

The proposed project would generate emissions from daily operations which would include sources such as Area, Energy, Mobile, Waste and Water uses, which are also calculated within CalEEMod. Area Sources include consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Finally, mobile or transportation related emissions are calculated in CalEEMod through the use of EMFAC2014. The operational model is provided in the project's air quality assessment as Attachment A (Ldn Consulting, 2019). At the time the air quality assessment was prepared, the project's traffic impact analysis used an initial project building square footage of 1,124,290 square feet. Since the preparation of the air quality assessment, the project's building square footage was reduced to 1,074,771 square feet. Therefore, mobile or transportation related emissions assessed for the project use slightly greater assumed vehicle trips when compared to the revised project. Based on the initial traffic impact analysis prepared for the project, the traffic engineer estimated 4,127 daily trips. These trips were further broken down into anticipated land uses on the project site and trip generation rates were then calculated based on the assumed land uses for light industrial, industrial park, manufacturing and warehouse. These traffic numbers were utilized within the CalEEMod analysis.

The model estimates emission predictions for ROG, NOx, CO, SO2, PM10 and PM2.5 for area source assumptions.

Project Operational Emission Results

Project operational emissions are shown below in Table 5-6. Based on the calculated results, the project will not exceed daily pollutant thresholds and would not result in significant impacts related to operational emissions.

Table 5-6
Expected Daily Pollutant Generation

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	7.09	35.02	95.55	0.36	30.21	8.26
Total with Design Features (Lb/Day)	**31.31**	**35.85**	**96.36**	**0.36**	**30.27**	**8.32**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	6.80	35.79	89.69	0.34	30.21	8.27
Total with Design Features (Lb/Day)	**31.02**	**36.61**	**90.50**	**0.35**	**30.27**	**8.33**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

e.
The project can potentially create onsite odor generators associated with construction, such as asphalt paving and painting. However, these odors are considered short term and would cease once construction is completed. Therefore, due to the short- term nature of potential odors, this is not considered an impact.

Mitigation Measure.

MM 5-1.

The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.

6. TRANSPORTATION/TRAFFIC:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system	☐	☒	☐	☐
b. Conflict of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	☐	☐	☐	☒
c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction	☐	☐	☐	☒
d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions	☐	☐	☐	☒

e. Change in air traffic patterns	☐	☐	☐	☒
f. Traffic hazards from design features	☐	☒	☐	☐
g. Emergency access	☐	☐	☐	☒
h. Conflict with alternative transportation policies	☐	☐	☐	☒

Discussion:

a & h.

The project site is adjacent to existing roadways for Temescal Canyon Road and Tom Barns Street. Tom Barns Street is a fully improved local street and has a right-of-way width of 100 feet east of Grand Oaks. Tom Barns Street transitions to a 64-foot right-of-way west of Grand Oaks. Curb, gutter and sidewalks exist on both sides of the street.

Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes. The project will adhere to the city's street standards and will not affect the public transportation routes along Temescal Canyon Road nor conflict with alternative transportation policies. Therefore, this is not an impact.

Intersection Queue Length Analysis

To assess stacking/storage lengths at the intersection of Temescal Canyon Road at Tom Barns Street, a queuing evaluation was prepared by LL&G Engineers for the following movements:

- Eastbound Left-Turn/Through
- Eastbound Right-Turn

The queue analysis looked at the minimum required stacking/storage lengths for the turn lanes at Temescal Canyon Road and Tom Barns Street. The analysis considered existing conditions with project, Year 2022 with project, and Year 2040 with project traffic conditions. Based on the level of service anticipated by this project, the existing eastbound left-turn/through storage of 130 feet is not sufficient in the PM peak hour at the intersection of Temescal Canyon Road at Tom Barnes Street under existing conditions with the project. In Year 2022 with the project the existing eastbound left-turn/through storage of 130 feet is not sufficient to accommodate the forecast peak queue of 283 feet in the PM peak hour. Therefore, it is recommended that the eastbound approach be restriped to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This recommended design improvement is being added as mitigation to ensure the future performance of the circulation system is not impacted. (MM 6-1)

In Year 2040 with the project the eastbound storage is sufficient for all lanes to accommodate the forecast peak queues with the addition of planned improvements that would create a combined storage of 490 feet for the eastbound left-turn and through movements. These improvements would include restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction. The applicant's fair share cost toward this future improvement is being added as mitigation to ensure this impact is less than significant (MM 6-2).

The project's TIA also assessed the intersection of Temescal Canyon Road at Cajalco Road. It was noted in the study that the northbound left turn queue can be reduced from approximately 580 feet to 380 feet with the restriping of the northbound approach to provide three left-turn lanes, one through lane, and one northbound exclusive right-turn lane.

b, c & d

The Program EIR for the city's 2004 General Plan Update included build-out projections of the project site in addition to other undeveloped properties in the city in order to determine ultimate growth in a build-out condition. The 2004 General Plan Update broke down the city by Traffic Analysis Zones, commonly referred to as TAZ to determine the ultimate build-out potential of undeveloped property. The TAZ provides a micro analysis of properties as opposed to a citywide macro analysis. The transportation technical analysis used in the 2004 General Plan Update expressly included the project site within TAZ "t21". TAZ "t21" covered 193 acres, which includes 80 acres on the project site and 113 acres on the neighboring property to

the south. The project site in 2004 was assumed to have a build-out condition of 1,100,000 million square feet of industrial. The adjacent property to the south was assumed to have a build-out condition of 1,236,668 million square feet of commercial. The property to the south has since been developed with 1.16 million square feet of commercial/retail buildings, which is 76,668 square feet less than anticipated by the 2004 General Plan Program EIR. That development is part of a regional shopping center known as The Crossings.

The 2004 General Plan Program EIR assessed transportation impacts using Level of Service (LOS) standards. Intersections as well as certain roadway links, were studied as part of the 2004 General Plan Program EIR to determine LOS in existing conditions at the time the General Plan was prepared and LOS in build-out conditions in Year 2020. Since the adoption of the 2004 General Plan, recent state legislation was enacted by Senate Bill 743 that changes the way transportation impacts are identified and measured under CEQA. SB 743 requires that transportation impacts be measured by vehicle miles traveled (VMT) rather than level of service (LOS), which is the measurement that was used in the 2004 General Plan Program EIR. SB 743 becomes effective July 1, 2020, but local agencies can adopt local CEQA Guidelines implementing VMT thresholds prior to that date. The city's adopted 2019 Local CEQA Guidelines established thresholds for transportation impacts using VMT in lieu of LOS.

Although the city has adopted VMT thresholds pursuant to SB 743, as explained above, the project site was analyzed in the Program EIR for the 2004 General Plan Update. With respect to the environmental analysis required for later activities contemplated by a program EIR, CEQA Guidelines Section 15168(c)(1), provides as follows",

> *Later activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared.*
>
> *(1) If a later activity would have effects that were not examined in the Program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the Program EIR as provided in Section 15152.*

The 2004 General Plan Program EIR showed the General Plan land use designation for the project site as light industry and calculated vehicle trips and level of service impacts in TAZ "t21" based on that assumption. The project, as proposed, does not change the General Plan land use designation and the project site is being developed in accordance with the build-out projections anticipated within TAZ 't21". The project proposes the development of 1,074,771 square feet of industrial buildings, which is 25,229 square feet less than the build-out projections assumed in the TAZ "t21". Therefore, because the vehicle trips anticipated for the proposed project were analyzed in the 2004 General Plan Program EIR and the proposed project maintains consistency with the 2004 General Plan, a full VMT analysis was not required for the project and the project's build-out is below the assumed growth projection for the project site.

SB 743 does not prevent local agencies from using LOS in their General Plan to determine a project's fair share participation in the construction of transportation improvements outside of CEQA. The city still utilizes LOS in its General Plan. Although no longer a requirement for CEQA in determining environmental impacts associated with LOS, the city can impose conditions of approval to require construction of certain transportation infrastructure improvements or payment of a fair share toward the cost of such improvements warranted by the project. A traffic impact analysis (TIA) was prepared by Linscott, Law & Greenspan (September 2019) to assess LOS impacts at certain street intersections and roadway links within the project site's study area. Detailed discussion of the LOS assessment is not required for this initial study, but the project's TIA determined that certain intersections needed modification at project opening and in Year 2040 due to the number of vehicle trips generated by the project. The project is forecast to create 3,585 average daily trips, with 462 a.m. peak hour trips and 469 p.m. peak hour trips.

The City of Corona considers LOS D to be the minimum acceptable LOS for all intersections that consist of collector and arterial roadways. In addition, the City of Corona considers LOS C to be the minimum acceptable LOS for local and collector streets in residential and industrial areas. The City of Corona General Plan Circulation Element Policy 6.1.6 states:

> *Maintain Level of Service D or better on arterial streets wherever possible. At some key locations, such as at heavily traveled freeway interchanges, LOS E may be adopted as the acceptable standard, on a case-by-case basis. Locations that may warrant the LOS E standard include Lincoln Avenue at SR-91, Main Street at SR-91, McKinley Avenue at SR-91, Hidden Valley Parkway at I-15, Cajalco Road at I-15 and Weirick Road at I-15. A higher standard such as Level of Service C or better may be adopted for local and collector streets in residential areas.*

The below intersections require modification and/or improvement with the project and are being included as mitigation measures to ensure potential impacts are less than significant.

<u>Year 2022</u>

Intersection at <u>State Street at Ontario Avenue</u>.

In Year 2022 without the project, the intersection is forecast to have LOS E in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS remains the same in the a.m. and p.m. peak hours. This deficient LOS is considered cumulative in

nature and not project specific. To improve the LOS to an acceptable level, the following improvements for this intersection include: a) stripe crosswalks on all legs, and b) installation of a traffic signal and a design for five-phase operation with protected left-turn phasing on Ontario Avenue.

Intersection at Temescal Canyon Road at Cajalco Road.

In Year 2022 without the project, the intersection is forecast to have LOS D in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS is forecast to have LOS E in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to modify the existing traffic signal to install eastbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.

Year 2040

Intersection at State Street at Ontario Avenue.

In Year 2040 without the project, this intersection is forecast to operate at LOS E in the a.m. and p.m. peak hours. In Year 2040 with the project, the LOS is forecast to have LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement is the same as that in Year 2022. However, in Year 2040 the project is responsible for paying 24.43% of the cost of the improvement.

Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road.

In Year 2040 without the project, this intersection is forecast to operate at LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS remains the same in the p.m. peak hour. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the planned improvement at this intersection is to modify the existing traffic signal to provide eastbound right-turn overlap phasing. The project is responsible for 21.67% of the cost to construct.

Intersection at Temescal Canyon Road at Cajalco Road.

In Year 2040 without the project, the intersection is forecast to have LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS is forecast to have LOS E in the a.m. peak hour and LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to restripe the west leg to provide the eastbound approach with a second exclusive eastbound left-turn lane; and modify the existing traffic signal to install eastbound right-turn overlap phasing and northbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.

e.

The closest airport to the project site is the Corona Municipal Airport located in the northwest area of the city. The project site is not located within the airport influence zones for the Corona Municipal Airport. Therefore, the project will not cause a change in air traffic patterns and is not an impact.

f.

Access to the proposed project site will be provided via one (1) full access driveway at the existing intersection of Grand Oaks at Tom Barnes Street. Three full access driveways will be provided along a new public street cul-de-sac on the westerly border of the Project site that will connect to the existing intersection of Tuscany Street at Tom Barnes Street. As a result of the site access analyses, the Project proposes to convert the two existing intersections along Tom Barnes Street to all-way stop controlled intersections.

The on-site circulation layout of the proposed project on an overall basis is adequate. A circulation evaluation was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles. The turning template was utilized to ensure that a large delivery truck (WB-67) could properly access and circulate through the project site. In order to accommodate the ingress westbound right-turn turning movement requirements of a WB-67 design truck into the project site, the project site plan needs to incorporate a curb return radii of 65 feet on the northeast corner of Project Driveway 1 at Tom Barnes Street and a curb return radii of 60 feet on the northeast corner of Project Driveway 2 at Tom Barnes Street. Therefore, the on-site driveway design does not create a traffic hazard and is not an impact.

g.

The project site has adequate emergency access from Tom Barns Street via Temescal Canyon Road and Grand Oaks from Cajalco Road. The project also has two driveways on Tom Barns Street; one located at the westerly end of the site and the

second located on the easterly end. Therefore, two points of access are provided to Tom Barns Street in addition to the project having two project driveways from the street. The project is not considered to have an impact on emergency access.

Mitigation Measures

MM 6-1

Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This improvement shall be done prior to the issuance of the first certificate of occupancy for the project.

MM 6-2

Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of TTM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.

MM 6-3
Intersection at State Street at Ontario Avenue (Year 2022). This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-4
Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). The developer is responsible for 100% of the cost associated with this improvement. The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-5
Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-6
Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-7
Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

7. BIOLOGICAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Endangered or threatened species/habitat	☐	☐	☐	☒
b. Riparian habitat or sensitive natural community	☐	☐	☐	☒
c. Adversely affects federally protected wetlands	☐	☐	☐	☒

d. Interferes with wildlife corridors or migratory species	☐	☒	☐	☐
e. Conflicts with local biological resource policies or ordinances	☐	☐	☐	☒
f. Conflicts with any habitat conservation plan	☐	☐	☒	☐

Discussion:

a.

The applicant retained ECORP Consulting to perform a biological assessment on the project site (ECORP Consulting, December 2019).

Literature Review

ECORP biologists performed a literature review using the CDFW's California Natural Diversity Data Base (CNDDB; CDFW 2019a) and the California Native Plant Society's (CNPS') Electronic Inventory (CNPSEI; CNPS 2019) to determine the special-status plant and wildlife species that have been documented in the vicinity of the Project site. The CNDDB and CNPSEI database searches were conducted on July 23, 2019. ECORP searched CNDDB and CNPSEI records within the project site boundaries, plus the surrounding areas including Corona North, Lake Matthews, Riverside West, Prado Dam, Black Star Canyon, Santiago Peak, El Toro and Alberhill. The CNDDB and CNPSEI contain records of reported occurrences of federally or state-listed endangered, threatened, proposed endangered or threatened species, California Species of Special Concern (SSC), and/or other special-status species or habitat that may occur within or in the vicinity of the Project. A USFWS species list for the Project site was also taken from the Information for Planning and Consultation (IPaC) website. The assessment also included additional information from the following sources, but is not limited to:

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) *Web Soil Survey* (NRCS 2019);
- *State and Federally Listed Endangered and Threatened Animals of California* (CDFW 2019b);
- *Special Animals List* (CDFW 2019c);
- *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012);
- *The Manual of California Vegetation*, 2nd Edition (Sawyer et al. 2009); and various online websites (e.g., CalFlora 2019).

Using this information and observations in the field, a list of special-status plant and animal species that have potential to occur within the project site was generated. For the purposes of this assessment, special-status species are defined as plants or animals that:

- have been designated as either rare, threatened, or endangered by CDFW, CNPS, or the USFWS, and/or are protected under either the federal or California ESAs;
- are candidate species being considered or proposed for listing under these same acts;
- are fully protected by the California Fish and Game Code, §§ 3511, 4700, 5050, or 5515;
- are of expressed concern to resource and regulatory agencies or local jurisdictions; and/or
- are covered species under the MSHCP.

Special-status species reported for the region in the literature review or for which suitable habitat occurs on the Project site were assessed for their potential to occur within the project site based on the following guidelines:

Present: The species was observed on site during a site visit or focused survey.

High: Habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been recorded within five miles of the site.

Moderate: Either habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been reported in the database, but not within five miles of the site, or a known occurrence occurs within five miles of the site and marginal or limited amounts of habitat occurs on Site.

Low: Limited habitat for the species occurs on site and a known occurrence has been reported in the database, but not within five miles of the site, or suitable habitat strongly associated with the species occurs on site, but no records were found in the database search.

Presumed Absent: Focused surveys were conducted, and the species was not found, or species was found in the database search but habitat (including soils and elevation factors) is not present on site, or the known geographic range of the species does not include the survey area.

Field Survey

The biological reconnaissance survey was conducted on May 1, 2019 between 9:30 a.m. and 11:45 a.m. by an ECORP biologist. Weather conditions during the survey were warm, with clear skies, wind speeds of 3 to 8 miles per hour, and an average temperature of 76 degrees Fahrenheit.

The biological reconnaissance survey was done by walking the entire project site to identify the vegetation communities and wildlife habitats present. The biologist documented the plant and animal species present on the Project site, and the location and condition of the project site were assessed for the potential to provide habitat for special-status plant and wildlife species. Data were recorded on a Global Positioning System (GPS) unit, field notebooks, and/or maps. Photographs were also taken during the survey to provide visual representation of the various vegetation communities within the Project site. The project site was also examined to assess its potential to facilitate wildlife movement or function as a movement corridor for wildlife moving throughout the region. In addition, the biologist mapped the vegetation communities present on the project site.

Plant and wildlife species, including any special-status species that were observed during the survey, were recorded. Plant nomenclature follows that of *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012). Wildlife nomenclature follows Society for the Study of Amphibians and Reptiles (SSAR 2017), *Check-list of North American Birds* (American Ornithologists' Union [AOU] 2018), and the *Revised Checklist of North American Mammals North of Mexico* (Bradley et al. 2014). In instances where a special-status species was observed, the date, species, location and habitat, and GPS coordinates were recorded. The locations of special-status species observations were recorded using a handheld GPS in NAD 83, Universal Transverse Mercator coordinates, Zone 11S.

Property Characteristics

The project site consists of an undeveloped lot containing mostly non-native grassland, with a relatively flat topography. To the south, along Tom Barnes Street, is Joseph Canyon Wash located within a constructed channel and vegetated with restored riparian vegetation. A small patch of Riversidean sage scrub is associated with the western slopes adjacent to I-15. (Figure 7-1). Most of the project site had low vegetation growth at the time of the survey, with grasses of moderate height. Representative site photographs are included in Appendix C of the biological assessment (ECORP December 2019).

Figure 7-1
Vegetation Communities

Vegetation Communities

The project site is within an urban environment and was subject to surface mining, followed by mine reclamation, and therefore it has been subjected to repeated and ongoing disturbance from human activities. The entire project site is covered in nonnative annual grassland, with some Riversidean sage scrub along its western boundary (Figure 7-1). The area along Joseph Canyon Wash supports riparian woodland communities, but this area is not being affected by the proposed

development and has been set aside as a mitigation site. The plant species observed on the project site were nonnative or invasive weedy species over the majority of the area and native plant species are limited largely to the Joseph Canyon Wash Conservation Easement and the slopes adjacent to I-15, which were part of ongoing revegetation activities associated with environmental compliance for the Crossings Project. A portion of the site had a stormwater/detention basin that collected and managed storm flows. This consisted of an area that pooled stormflows shallowly. Although some limited riparian vegetation was present within this feature, the area was still vegetated overall by non-native grassland species.

Riparian Woodland community occurs along Joseph Canyon Wash, an earthen channel area dedicated as conservation under existing entitlements for the Crossings Project. Plant species within the channel were all planted along with the original restoration at the time the Crossings Project was constructed. The mitigation pallet contained western sycamore (*Platanus racemosa*), Fremont's cottonwood (*Populus fremontii*), toyon (*Heteromoles arbutifolia*), coast live oak (*Quercus agrifolia*), coyote bush (*Baccharis pilularis*), narrow-leaf willow (*Salix exigua*), black willow (*Salix goodingii*), arroyo willow (*Salix lasiolepis*), yerba mansa (*Anemopsis californica*), mule fat (*Baccharis salicifolia*) and blackberry (*Rubus ursinus*).

Most of these plant species are present, along with some volunteer species along the banks, including California buckwheat (*Eriogonum fasciculatum*) and western ragweed (*Ambrosia psilostachya*). The area receives flows from a storm drain system to the west of I-15, which enters into a cement channel beneath I-15 to empty into a drain that serves the restoration area. An overflow channel continues into a storm drain underneath Tom Barnes Street, to handle larger storm events. The system is augmented by runoff from urban developments and landscaping. It has also been irrigated for many years, while the restoration efforts have been ongoing.

Areas mapped as Riversidean sage scrub were a part of the slope revegetation that was included in the environmental compliance efforts for the Crossings Project. The vegetation on the slopes consists of California sagebrush (*Artemisia californica*), brittlebush (*Encelia farinosa*) and California buckwheat primarily. The understory is composed mostly of nonnative grasses including weedy species such as wild oat (*Avenua fatua*) and short-pod mustard (*Hirschfeldia incana*).

Areas mapped as nonnative annual grasslands dominate the site in a manner consistent with the frequent disturbance the Project site has undergone. Species present include wild oat, short-pod mustard, ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), cheat grass (*Bromus tectorum*), Bermuda grass (*Cynodon dactylon*), wild barley (*Hordeum* sp.), tree tobacco (*Nicotiana glauca*), dove weed (*Eremocarpus setigerus*), Russian thistle (*Salsola tragus*) and castor bean (*Ricinus communis*). The majority of these grasses and forbs are from the Mediterranean region, and have naturalized to southern California and elsewhere.

<u>Potential for Special-Status Plant and Wildlife Species to Occur on the Project Site</u>

Plant species observed on the Project site were generally characteristic of disturbed urban areas, and soils that have been heavily modified. The only native plant species were either of very low cover within the non-native grassland or were associated with revegetated areas along Joseph Canyon Wash or on slopes adjacent to I-15.

The literature search documented 53 special-status plant species (of those, 9 are federally and/or state listed and all of those are covered by the Western Riverside Multiple Specifies Habitat Conservation Plan [MSHCP]). Because the project site boundaries consist entirely of nonnative annual grassland, all were presumed absent due to lack of suitable habitat. A complete list of the 53 special-status plant species, with details regarding blooming periods, habitat requirements, and potential for occurrence designations, is included as Appendix A of ECORP's biological assessment (December 2019).

The project site provided habitat for a mixture of resident species adapted to disturbances and urban environments, along with others that are primarily using the site for foraging. One reptile species was observed during the survey, western fence lizard (*Sceloporus occidentalis*). Twelve bird species were observed during the reconnaissance visit: house finch (*Haemorhous mexicanus*), California towhee (*Pipilo crissalis*), house sparrow (*Passer domesticus*), common raven (*Corvus corax*), American crow(*Corvus brachyrhynchos*), rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), red-tailed hawk (*Buteo jamaicensis*), horned lark (*Eremophila alpestris*) and Anna's hummingbird (*Calypte annae*). During the survey, there was also a regional dispersion of painted lady butterflies (*Cynthia cardui*) and many hundreds were observed flying through the area.

The literature search documented 54 special-status wildlife species in the vicinity of the project site (15 of which are federally and/or state-listed and all of those are covered by the MSHCP). Most of those species were eliminated for consideration in the potential for occurrence analysis due to the lack of suitable habitat. A complete list of the 54 special-status wildlife species, with details regarding habitat requirements and potential for occurrence designations, is included as Appendix B of the biological assessment (Ibid).

Based on the biological assessment conducted by ECORP Consulting the project will not impact endangered, threatened species of habitat. 295

b.

Historically the project site was a subset of a 191.6-acre aggregate mining facility that operated under Surface Mining Permit 109. The mine ceased operation in 1997 and underwent mine reclamation activities shortly after the closure of the mine. In 2000, the portion of this former mine site to the south of Tom Barnes Street was rezoned to a commercial designation and approved for development into what is now the Crossings at Corona retail center (Tentative Parcel Map No. 29503). This resulted in subdivision of the project site from the larger property. As a part of that previous entitlement for the Crossings Project, a portion of land within the Latitude Business Park property along Joseph Canyon Wash was set aside in a Conservation Easement, located adjacent to Tom Barnes Street. This area is maintained for conservation purposes and is not a part of the planned development. As a part of the environmental commitments for the Crossings Project, surveys have been conducted on the Project site. These have included annual monitoring reports for the restoration effort within Joseph Canyon Wash (TPA 2006; 2007; 2008; 2009; 2010; 2011; 2012; 2013; 2014; and 2018) as well as a Phase I Biological and Burrowing Owl Assessment for the site (TPA 2018) (ECORP 2019).

The applicant's biologist did a desktop review to identify potential streams and hydric soils on the property. This entailed examination of the NRCS Soil Mapper (2019), National Wetland Inventory (NWI) mapping, and the USGS topographic mapping of the project site to aid in identifying potential biological constraints to the project due to jurisdictional streams. The only known jurisdictional feature within the project site is Joseph Canyon Wash, which has been channelized and is a part of a dedicated Conservation Easement located along Tom Barnes Street (Figure 7-2). This area is not affected by the proposed project.

Figure 7-2
Conservation Easement Boundary (Joseph Canyon Wash)

Although ECORP Consulting did not conduct a formal jurisdictional delineation, the assessment concluded no jurisdictional drainages, stream courses, and/or other water features were identified on the project site except for the area associated with Joseph Canyon Wash. This feature is considered jurisdictional to the USACE, SWRCB and CDFW because it is associated with an historic stream and connects to Temescal Canyon Wash. All of the jurisdictional portions of Joseph Canyon Wash and the associated riparian vegetation have been placed within a Conservation Easement and are not being impacted by the Project. Within the non-native grassland areas, there are shallow basins that collect water for stormwater management, and had limited riparian vegetation such as mule fat. These areas are, however, considered to be "stormwater control features created in dry land" and not considered jurisdictional to the USACE under 33 CFR Part 328.3.b (Definitions).

Based on the assessment provided ECORP Consulting, the project will not impact riparian habitat or sensitive natural communities.

c.

The biological assessment performed by ECORP Consulting showed the project site does not contain any state or federally protected wetlands or Waters of the U.S. other than those identified within Joseph Canyon Wash, which is being fully avoided

by the project. The development of the Project site will therefore not result in impacts to state or federally protected wetlands or Waters of the United States.

d.

Burrowing Owl Habitat Assessment

The City of Corona participates in the Western Riverside County MSHCP. The MSHCP has specific habitat assessment and survey requirements for burrowing owl. The project site is located within a designated burrowing owl survey area and, therefore, a burrowing owl habitat assessment and burrow survey was conducted in accordance with the MSHCP burrowing owl survey guidelines (County of Riverside 2006) in 2018 by The Planning Associates Group(TPA) in December 2018. No burrowing owls or potential owl burrows were identified during this survey. The burrowing owl is a California SSC and a covered species under the MSHCP. Burrowing owls historically occurred throughout much of California and the western United States; however, many former California populations have been extirpated. The burrowing owl inhabits open habitats, primarily grasslands and deserts. Burrowing owls require burrows for roosting and nesting cover. Although they often nest in abandoned California ground squirrel (*Otospermophilus beecheyi*) burrows, they will also use other small mammal burrows, pipes, culverts, and nest boxes, particularly where burrows are scarce (TPA December 2018). The project site did not provide suitable habitat for burrowing owl due to the lack of suitable burrows or burrow structure, absence of California ground squirrel activity, extremely dense vegetation in the central portion of the project site, and evidence of frequent mechanical disturbances throughout the entire project site (especially around the edges of the site). Nevertheless, a pre-construction survey for burrowing owls would be recommended prior to ground disturbance to ensure potential impacts to burrowing owls is less than significant (MM 7-1).

Raptors and Migratory Birds

Potential nesting habitat for migratory birds and raptors protected by the MBTA and California Fish and Game Code was present adjacent to the project site in particular within trees and shrubs associated with Joseph Canyon Wash. Raptors typically breed between February and August, and songbirds and other passerines generally nest between March and August. A pre-construction survey for raptor species is recommended prior to ground disturbance to ensure potential impact is less than significant (Mitigation Measures 7-2 and 7-3).

Wildlife Movement Corridors, Linkages, and Significant Ecological Areas

ECORP Consulting evaluated the potential of a wildlife corridor occurring on the project site. Wildlife corridors constitute linkages between habitat areas that allow wildlife species to move from one habitat area to another. Corridors vary in configuration and type, ranging from wide stream systems to narrow culverts in urban landscapes. Ideally a corridor provides some level of plant cover, water sources and food sources as well. The project site was assessed for its ability to function as a wildlife corridor. The project site is very disturbed and surrounded by development to the west, south, and east. Undeveloped areas within the project site are undoubtedly used by wildlife, but these areas are limited by the level of disturbance present. Joseph Canyon Wash provides some level of connectivity through the site and towards Temescal Canyon Wash, but this channel is very narrow, ranging up to around 100 feet in width. Also, to the west the channel becomes a concrete, urbanized feature that traverses beneath I-15. Wildlife use of the site is considered to be limited largely to small to medium sized mammal species, birds and smaller reptiles and amphibians. The lack of vegetative cover and the urban nature of the project site would likely deter larger wildlife species such as deer (*Hemonianus odocoileus*) and mountain lions (*Felis concolor*) from moving through the area. Therefore, the project would not impact a wildlife corridor.

e & f

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in Western Riverside County. The MSHCP identified 146 species, referred to as “Covered Species,” for which the federal and California ESAs “take” authorization has been granted to signatories to the plan as long as they comply with its requirements. Of the 146 Covered Species within the MSHCP, 118 are considered to be “adequately conserved.” The remaining 28 Covered Species will be considered to be adequately conserved when certain landmark conservation requirements are met during the course of future development. The goal of the MSHCP is to maintain the biological and ecological diversity within a rapidly urbanizing region while also improving the future economic development in the county by providing an efficient, streamlined regulatory process through which development can proceed in and efficient way.

The Project site is located within the Temescal Canyon Area Plan and partially within Criteria Cell 2400 of the MSHCP (Figure 7-3). The target conservation acreage range for the Temescal Canyon Area Plan is approximately 29,555 to 31,870 acres and is composed of approximately 26,070 acres of existing Public/Quasi-Public Lands and 3,485 – 5,800 acres of Additional Reserve Lands. The City of Corona sits entirely within the Temescal Area Plan. The Project site is located within Subunit 3 – Temescal Canyon Wash West, an area whose chief goal consists of conserving native habitats associated with Temescal Canyon Wash, which is located approximately ¼ mile from the Project site’s eastern boundary.

Figure 7-3
MSHCP Cells

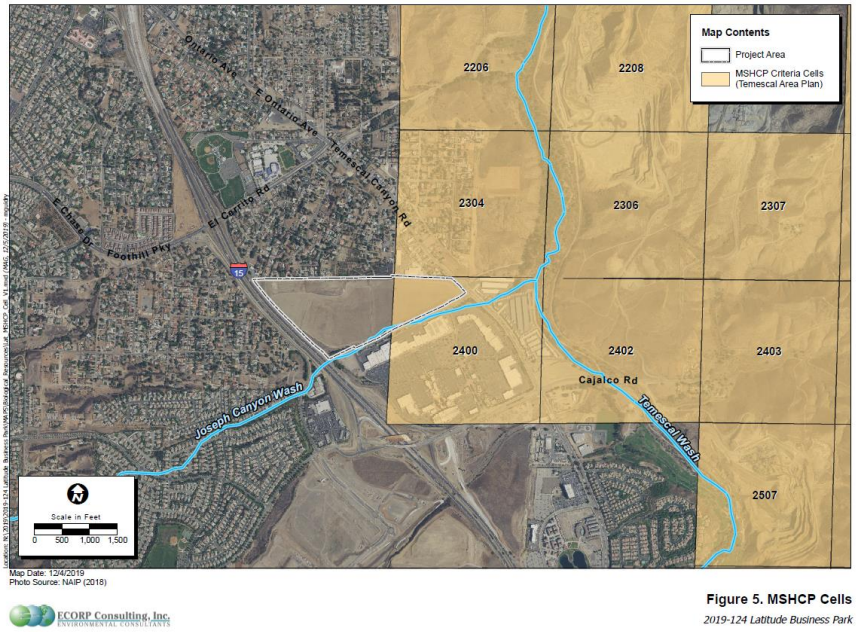


Figure 5. MSHCP Cells
2019-124 Latitude Business Park

Section 6.0 of the MSHCP requires assessment of the potential effects from the project on biological resources including riparian/riverine areas, vernal pools, and fairy shrimp, burrowing owl, and Narrow Endemic Plant Species. In addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted in order to address the indirect effects associated with locating proposed development in proximity of MSHCP Conservation Areas. These resources were assessed during the biological reconnaissance survey prepared by ECORP Consulting and are discussed below in relation to the project.

Riparian/Riverine, Vernal Pool, and Fairy Shrimp Habitat Assessment (MSHCP Section 6.1.2)
In accordance with Section 6.1.2 of the MSHCP, a habitat assessment was performed for riparian and riverine communities, vernal pools, and fairy shrimp. The project site, consisting largely of various loams, with only limited clays, did not contain vernal pool habitat or suitable habitat for fairy shrimp. Additionally, the soils within the site have been disturbed heavily by the former mine site and its reclamation.

Riparian/Riverine Areas
The only riparian vegetation observed on the project site is associated with Joseph Canyon Wash, an area that is avoided by the Project. This wash has been channelized into underground storm drain systems through residential and commercial areas to the west of Interstate 15, runs in an earthen channel along the southern site boundary and empties into Temescal Wash to the east of the site. Temescal Wash is an important regional waterway and wildlife corridor and remains the focus of several conservation efforts.

As a part of The Crossings mitigation and permits, Joseph Canyon Wash was replanted with riparian plantings, and since 2005 the wash has been monitored for compliance with the Crossings Habitat Mitigation and Monitoring Plan (HMMP) according to the Crossings Project environmental compliance measures. The wash currently supports a diverse variety of riparian plants including willows (*Salix* sp.), cottonwoods (*Populus fremontii*), western sycamore (*Platanus racemosa*), cattails (*Typha latifolia*) and mule fat (*Baccharis salicifolia*). There are also several understory species present typical of riparian areas as well as coastal sage scrub species along the banks of the channel. The area currently meets or exceeds its required success criteria. The Joseph Canyon Wash accounts for approximately one acre of the project site, averages 20 feet in width and is approximately 2,100 feet in length.

No defined channels or drainages were identified elsewhere on the Project site and the Project site did not contain any additional riverine resources. Per Section 6.1.2 of the MSHCP, “if an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term conservation of the area to be avoided, and associated functions and values, through the use of deed restriction, conservation easement, or other appropriate mechanisms.” Narrow Endemic Plant Species (MSHCP Section 6.1.3).

Vernal Pools and Fairy Shrimp
Vernal pools are seasonal wetlands that contain semi-impermeable soils, allowing water to perch for long periods of time, and concave topography. True vernal pools also support a variety of plant species that are specific to vernal pool ecological parameters. An area that is not a true vernal pool, such as a road rut or road pool, may exhibit similar characteristics. Vernal

pools and similar habitat areas tend to occur within clay soils zones. Soils within the Project site consist of Altamont series, Arbuckle series, Terrace Escarpments, Cortina Series, Temescal series and Vallecitos series soils.

The biological assessment indicated the project site did not contain any apparent vernal pool habitat or suitable habitat for fairy shrimp, although there were basins located on site whose purpose was to detain stormwater flows across the site. These basins were created as part of the mining reclamation and are shallow, are artificially created and are located within the southeast corner of the site within areas mapped as Arbuckle loam. The basins contain stand pipes that allow drainage and only hold stormwater during times immediately after storm events, and they do not hold water for long enough periods of time needed to support fairy shrimp. Within the MSHCP (Section 6.1.2), it states that "with the exception of wetlands created for the purpose of providing wetlands Habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions." For these reasons, the site is not considered to support fairy shrimp habitat or vernal pools.

Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4)

The requirements for Urban/Wildlands Interface for the management of edge factors do not apply to the project site or staging areas because the project site is not situated adjacent to any wildlands or MSHCP-designated Conservation Areas. The Project site and staging areas are relatively isolated from larger, contiguous blocks of native habitat and completely surrounded by residential development, urban development, and other anthropogenic land use. A net long-term increase of edge impacts within proposed conservation areas is not expected as a result of this project.

Because Joseph Canyon Wash is tributary to Temescal Wash, which is a part of Existing Core 2, indirect impacts to the wash should be minimized and avoided, where such impacts may affect downstream water and habitat quality. Runoff and toxins from the Project into Joseph Canyon Wash are the most likely potential indirect impact of this nature. In order to control release of toxins and runoff into downstream waters, each proposed lot of the project directs flows over the surface towards a catch basin inlet connected to an underground storage system which detains and regulates outflow through a modular wetland system to treat stormwater flows for each parcel per the County and State requirements. These treated storm flows discharge into proposed storm drains that connect to one of four existing storm drain laterals that have been extended into the site. The laterals extend northerly of the Joseph Canyon Wash area without disturbing it. The overall discharges for the site are below the levels these laterals were designed to accept due to the underground storage system detaining and slowing down discharge rates. These existing laterals are located on Lots 10 & 11 shown on TTM 37608 and the two street intersections and connect to the existing concrete box storm drain located in Tom Barnes Avenue. The Joseph Canyon Wash discharges into this storm drain box. There is no impact to the wash due to the reduction of design flows and treatment of all project flows prior to discharge. In addition, species listed in the MSHCP as invasive species (Section 6.1.4) would not be used in landscaping for the project.

Although the project site is located within a designated MSHCP Criteria Cells for conservation within Temescal Canyon Wash, and none of the portions of the cell located within site boundaries are designated for conservation, the development of the project site would be considered to be consistent with the MSHCP. The project's MSHCP consistency analysis is also being reviewed by the Riverside Conservation Authority (RCA), the agency that oversees the implementation of the MSHCP, as part of the joint project review (JPR) process with the city. The JPR process between the city and RCA shall be completed prior to the issuance of a grading permit for the project.

Mitigation Measures

MM 7-1

A pre-construction survey for burrowing owls should be completed within the Project site no more than 30 days prior to construction activities in accordance with the Western Riverside MSHCP burrowing owl survey guidelines (County of Riverside 2006). If burrowing owls are observed during the preconstruction survey, a specific mitigation methodology for the owl shall be determined in coordination with CDFW in order to reduce impacts to a level that is less than significant. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls.

MM 7-2

Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31). This will avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include establishmen of an avoidance buffer until nesting has been completed and periodic nest monitoring by the project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.

MM 7-3
Due to the potential presence of least Bell's vireo within Joseph Canyon Wash, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys shall be completed prior to any such activities, in order to rule out the presence of least Bell's vireo. Surveys involve eight surveys from April 10 through July 31, spaced at least 10 days apart. If least Bell's vireo is detected during the surveys, then all work within 500 feet of the location of the least Bell's vireo territory will be halted and the CDFW will be consulted regarding mitigation and avoidance measures during construction. At a minimum, an avoidance buffer will be planned and established in consultation with the CDFW to avoid indirect impacts to least Bell's vireo. The buffer is expected to be a minimum of 500 feet in width. The width of the avoidance buffer will be determined by the Project biologist, in consultation with the CDFW. Other mitigation measures may also be applied based on that consultation process.

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

Discussion:

The project site is a former mine site that was used for the mining of sand from 1978 to 1997. The mining operation was permitted by Riverside County per Surface Mine Permit 109. On-site reclamation started in 1997 when the mining operated ceased. The project site was massed graded and former quarry pits were filled during the mass grading process. The mineral resource on the site has been exhausted and the site was fully reclaimed in 2015. Therefore, the project will not result in the loss of mineral resources and this is not an impact.

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

Discussion:

a.

Project grading will not involve the transport or use of hazardous materials. As indicated, the project site was a former sand mine that has been reclaimed. The project site is also planned to be an industrial/business park that will include concrete tilt-up buildings, paved parking, and landscaping. The uses of the buildings are unknown at this time, but the buildings are required to adhere to occupancy standards in accordance with the California Building Standards Code. Future businesses involving the use of hazardous materials are also required to prepare and submit a hazardous materials occupancy report to the Fire Department. The Fire Department does an annual inspection of businesses to ensure the on-site quantities of materials are within the allowed occupancy of the building. Therefore, this is not an impact.

b & d

A Phase 1 Environmental Site Assessment was prepared by South Shore Testing and Environmental (October 2018) on the project site. The surface condition of the project site at the time of the assessment consisted of a formerly reclaimed clay mine and undeveloped land. The reclamation activity on the project site included a fill area from east to west, a fill disposal area and fill areas where quarry ponds once existed. The site is surrounded by numerous utilities which includes an MWD manhole, water valves and risers, a concrete pad with vault, and vent with electric meter and utility cabinet, six pad-mounted transformers, and a Corona Department of Water and Power switching station. A MWD 108-inch lower feeder line is located in a 25 foot to 30 foot wide easement adjoining the northern property line in La Gloria Street and Liberty Avenue. A City of Corona 10 inch water line is located along the northern portion of the subject property in addition to numerous water valves, settlement monitoring wells, vent risers, a 6 inch water line remnant, and a check valve assembly. A large diameter culvert is located along the southeast property line near the northeast property corner in addition to a line of dense trees representing the Joseph Canyon Wash. Two 36 inch corrugated metal pipe (CMP) risers are also located near the southeast property line. A 24 inch CMP pipe and riser connect in th area of Parcels 3 and 5 for drainage purposes, a CMP riser and drain pipe and riprap outlet are located in the approximately center of Parcel 3, a 36 inch CMP riser and drain pipe and riprap outlet are located in the southern portion of Parcel 5, a standpipe water valve is located in Parcel 4 and miscellaneous sign structures are located near Parcel 7.

Exterior surface run-off from the project site is expected to flow into the several observed storm water drains located at various points on the project site. The drains look as though they flow to the municipal stormwater system. At the time of the assessment, the drains appeared to be in good visible condition with no significant staining observed around the perimeters.

Hazardous materials handling and/or storage activities were not observed at the project site and there was no sign of hazardous waste generation or disposal activities during the on-site assessment.

Above ground storage tanks were not visually observed on the project site and no underground storage tanks were noted as part of the research done through U.S. Environmental Protection Agency database and Department of Toxic Substances Control's database.

Based on the field observations and literature review done on the project site the project is not located on a hazardous materials site and is not expected to release hazardous materials. Therefore, this is not an impact.

c.

The closest school to the project site is El Cerrito Intermediate School located 0.4 miles to the north on El Cerrito Road. The proposed use of the property will not result in the release of hazardous materials or emissions and therefore this is not an impact.

e.

The Corona Municipal Airport is located 6 miles northwest of the project site and outside of the boundaries of the airport influence zones. Therefore, the project will not conflict with the airport land use plan and this is not an impact.

f.

The project will not block public streets or evacuation routes from the project site. All construction, except for public infrastructure connections, and operations will occur on-site. The on-site circulation system will also provide two points of ingress and egress and designated fire lanes no less than 28 feet wide. Therefore, the project will not impair emergency response plans.

g.

According to fire hazard severity zone map provide by CalFire (2017), the project site is not located within wildfire hazard severity zone. Therefore, the increase risk of wildland fire is not an impact.

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

Discussion:

a.

The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth in the CMC. Residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard (7:00 a.m. to 10:00 p.m.) and a property line standard of 50 dBA Leq nighttime standard (10:00 p.m. to 7:00 a.m.) at the residential property line.

Direct Noise Impacts

A noise analysis for the project was prepared by Ldn Consulting (June 2019). To determine if direct off-site noise level increases associated with the development of the proposed project will create noise impacts, the noise levels for the existing conditions were compared with the noise level increase of existing plus the proposed project. Utilizing the project's traffic assessment (Source: LL&G Engineers, 2019), the noise levels for the roadways in the vicinity of the project site are shown Table 10-1 for the Existing plus Project Scenario. The below table is provided by the project's noise analysis.

Table 10-1
Existing Plus Project

Roadway	Segment	Noise Level @ 50-Feet (dBA CNEL)			Significant Impact
		No Project	With Project	Increase	
El Cerrito Road	I-15 NB Ramps and Ontario Ave	68.3	68.6	0.3	No
Temescal Canyon Road	El Cerrito Rd and Tom Barnes St	71.4	71.6	0.2	No
Tom Barnes	Tuscany St and Temescal Canyon Rd	66.1	67.4	1.3	No
Temescal Canyon Road	Tom Barnes Street and Cajalco Rd	70.5	70.8	0.3	No
Cajalco Road	I-15 NB Ramps and Temescal Canyon Rd	72.4	72.5	0.1	No

[1] Source: Project Traffic study prepared by LL&G Engineers, 2019

The values shown in the table do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in above table. The roadway segment noise levels will increase from 0.1 dBA CNEL to 1.3 dBA CNEL with the development of the proposed project. Therefore, the proposed project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

Cumulative Noise Impacts

To determine if cumulative off-site noise level increases associated with the development of the proposed project will create noise impacts, the noise levels for the cumulative conditions were compared with the noise level increase with the proposed

project. Utilizing the project's traffic assessment, the noise levels for the roadways in the vicinity of the project site are shown in Table 10-2 for the Cumulative plus Project Scenario. The below table was provided by the project's noise analysis.

Table 10-2
Cumulative Plus Project

Roadway	Segment	Noise Level @ 50-Feet (dBA CNEL)			Significant Impact
		No Project	With Project	Increase	
El Cerrito Road	I-15 NB Ramps and Ontario Ave	68.3	69.4	1.1	No
Temescal Canyon Road	El Cerrito Rd and Tom Barnes St	71.4	72.2	0.8	No
Tom Barnes	Tuscany St and Temescal Canyon Rd	66.1	67.7	1.6	No
Temescal Canyon Road	Tom Barnes Street and Cajalco Rd	70.5	71.4	0.9	No
Cajalco Road	I-15 NB Ramps and Temescal Canyon Rd	72.4	73.6	1.3	No

[1] Source: Project Traffic study prepared by LL&G Engineers, 2019

The values given do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in the above table. The roadway segment noise levels will increase from 0.8 dBA CNEL to 1.6 dBA CNEL with the development of the proposed project. Therefore, the proposed project's contributions to offsite roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

The project does not directly or cumulatively create a noise level increase of more than 3 dBA CNEL on any roadway segment. Therefore, the proposed project's direct contributions to offsite roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses. Therefore, this is a less than significant impact.

b & c

Operational Noise Levels

The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth Table 10-3. In example, residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard and a property line standard of 50 dBA Leq nighttime standard the residential property line.

Table 10-3
CMC Chapter 17.84 Noise Levels

STATIONARY NOISE SOURCE STANDARDS				
TYPE OF LAND USE	MAXIMUM ALLOWABLE NOISE LEVELS			
	Exterior Noise Level		Interior Noise Level	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	Not applicable	Not applicable
Industrial, Manufacturing or Agricultural	75 dBA	70 dBA	Not applicable	Not applicable

Source: Corona Municipal Code Chapter 17.84

The project site is designed for light industrial/business park uses and therefore may utilize noise-producing equipment including rooftop mechanical ventilation units and truck activities. The cumulative noise level from all equipment will vary at the property line depending on the location and orientation of the equipment, the amount of each type of equipment and the size of each type of equipment. It is important to note that the following projected noise levels assume the worst-case noise environment with the trucks and roof-top mounted mechanical ventilation all occurring at the same time. The reality is these noise levels will vary throughout the day. The mechanical ventilation may operate during nighttime hours and the delivery trucks may arrive during evening or morning hours.

Trucks

The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive residential land use exists over 800-feet to the north and the buildings are oriented so that the truck bays do not directly face north. It is also worth noting that the northerly perimeter closest to the residential land uses will include a downward slope facing the project site. This slope will be landscaped with a variety of shrubs and trees which will help buffer sound beyond the project site. The trucks utilizing these parking spaces and loading docks consist of regular trucks and refrigerated trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site).

A truck will take approximately 5 minutes to drive in the site and position itself into a parking or loading bay. Based on the fact that trucks are not allowed to idle for more than 5 minutes within the State of California, it's assumed that each trip would not exceed 5 minutes or 10 minutes per round trip. Conservatively, no reduction was taken for the reduced operational time for the trucks. The noise level reductions due to the buildings is anticipated to reduce noise by about 20 decibels due to the locations of the noise sources and the height of the buildings. To be conservative, based on the truck movements, only a 10 decibel reduction was accounted for in the reductions (Ldn Consulting June 2019). Therefore, truck activity is not expected to exceed the noise levels established by the CMC on the project site.

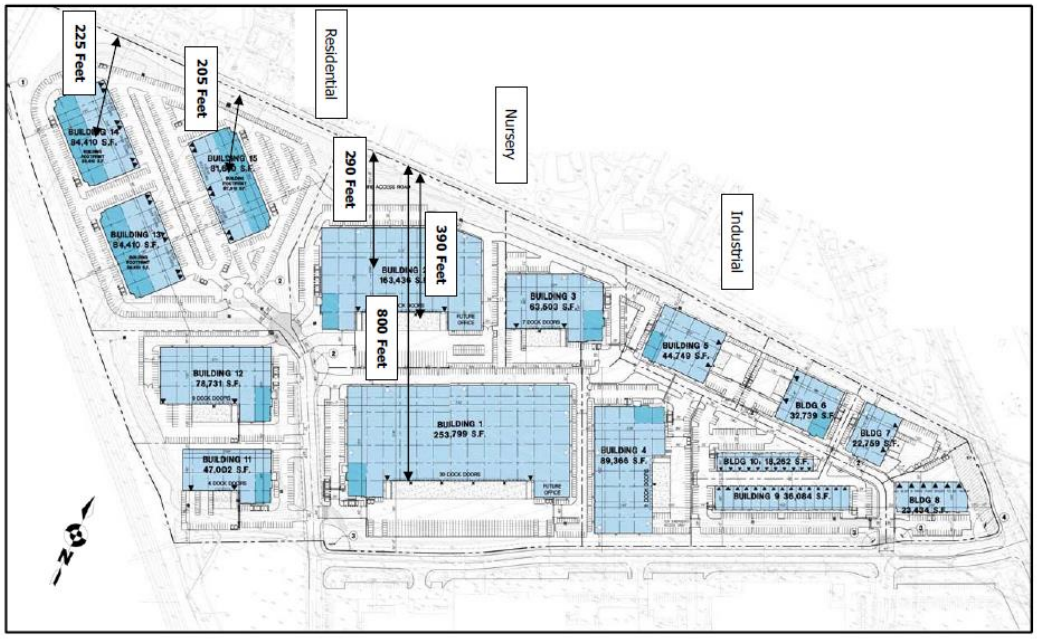
Roof-top Mechanical Ventilation Units

Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. Typically, mechanical equipment (HVAC) noise is 70-80 dBA at a distance of 3 feet from 3-ton to 10-ton units. The smaller buildings will have less units and smaller units. The larger buildings will have the larger sized units and number of units. Based on the site plans, the larger proposed buildings could have as many as ten (10) temperature control units (HVAC) located on the roof.

To determine the noise levels associated with the HVAC units on the northern buildings, the higher noise level of 80 dBA at 3 feet for each anticipated HVAC unit was utilized and as many as ten HVAC units would be in close proximity to each other and would operate at the same time. Based on the separation of each building and the separation of the HVAC units, cumulative noise levels from as many as ten HVAC units would be considered worst-case. To predict the worst-case future noise environment, continuous reference noise levels were used to represent the mechanical ventilation system. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition (Ldn Consulting June 2019).

HVAC units would be included on the roof of the proposed buildings and would be shielded by a mechanical screen and/or the roof parapet, which would further reduce the noise levels by 5 decibels or more (MM 10-3). The HVAC units would be spread out on the roof of the buildings with an average distance of 205 feet from Building 15 to the nearest residential property lines to the north and 225 feet from Building 14 and 290 feet from Building 2 (Figure 10-1).

Figure 10-1
Stationary Sources



304

Table 10-4 shows the HVAC units will comply with the city's nighttime 50 dBA Leq noise standards at the shortest average distance of 205 feet and no mitigation or impacts are anticipated. Therefore, project stationary noise is considered a less than significant impact.

Table 10-4
HVAC Noise Levels

Noise Level @ 3 Feet (dBA)	Quantity	Cumulative Noise Level (dBA)	Average Distance to Property Line (Feet)	Noise Reduction due to distance (dBA)	Noise Reduction for Shielding (dBA)	Resultant Property Line Noise Level (dBA)
80	10	90.0	205	-36.7	-5	48.3

d.

Construction Noise Levels

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment includes haul trucks, water trucks, graders, dozers, loaders and scrapers can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor and reduced to 63 dBA at 200 feet from the source.

The Project site will be mass graded in one phase using the grading equipment identified in Table 10-5. The equipment is anticipated to be spread out over the entire site. However, some equipment may be operating at or near the property line while the rest of the equipment may be located over 800-feet from the same property line. This would result in an acoustical center for the grading operation at approximately 400-feet to the nearest property line.

Table 10-5
Construction Noise Levels

Construction Equipment	Quantity	Source Level @ 50-Feet (dBA)[1]	Duty Cycle (Hours/Day)	Cumulative Noise Level @ 50-Feet (dBA)
Scraper	4	8	75	81.0
Compactor	2	8	75	78.0
Water Truck	2	8	70	73.0
Motor Grader	2	8	73	76.0
Loader	2	8	72	75.0
Dozer	2	8	75	78.0
Cranes	2	8	78	81.0
Cumulative Levels @ 50 Feet (dBA)				86.7

[1] Source: U.S. EPA 1971, U.S. DOT, 1995 and Empirical Data

Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City. The City of Corona Municipal Code, Section 17.84.040, limits construction activity to the hours of 7:00 a.m. to 8:00 p.m. from Monday to Saturday and from 10:00 a.m. to 6:00 p.m. on Sundays and federal holidays. However, to minimize noise impacts during construction, mitigation is recommended to reduce the impact to less than significant.

e.

The project site is not located within the Corona Municipal Airport influence zones. Therefore, the project will have no impact on the airport land use plan noise contours.

Mitigation Measures

MM 10-1

The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site.

MM 10-2

The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.

MM 10-3
Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.

11. PUBLIC SERVICES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection	☐	☐	☐	☒
b. Police protection	☐	☐	☐	☒
c. Schools	☐	☐	☐	☒
d. Parks & recreation facilities	☐	☐	☐	☒
e. Other public facilities or services	☐	☐	☐	☒

Discussion:

a, b, c, d & e

The project site is designated General Industrial on the General Plan Land Use Plan (2004). Growth and development anticipated from the project site was considered at the time of the 2004 General Plan Update. The project does not cause the construction of new public facilities associated with fire stations, police stations, schools or parks and recreation facilities. The existing public services provided by the city will serve the project site. Therefore, this is not considered an impact.

12. UTILITIES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements	☐	☐	☐	☒
b. Involve construction/expansion of water or wastewater treatment facilities	☐	☐	☐	☒
c. Involve construction/expansion of storm drains	☐	☐	☒	☐
d. Sufficient water supplies/compliance with Urban Water Management Plan.	☐	☐	☐	☒

e. Adequate wastewater treatment capacity	☐	☐	☐	☒
f. Adequate landfill capacity	☐	☐	☐	☒
g. Comply with solid waste regulations	☐	☐	☐	☒

Discussion:

a & e.

The City of Corona Department of Water and Power operates three water reclamation treatment facilities with sufficient capacity to serve the proposed development of 1,074,785 square feet of industrial development. The project will currently be served by the Waste Water Reclamation Treatment Facility #3 that has a capacity to treat 1 million gallons of sewer flow per day. The facility currently treats an average of 700,000 gallons per day. The proposed project will generate 66,000 gallons of sewer flow per day which will result in the plant accepting a total sewer flow of 760,000 gallons per day which is less than the plants treatment capacity. Therefore, the project will not impact the existing treatment facility.

Additionally, the City of Corona Department of Water and Power is preparing to close the Waste Water Reclamation Facility 3 and is constructing a series of sewer lift stations and force mains that will convey the flow to the other treatment facilities in the City. These additional flows have been accounted for in the design of these new facilities and will not impact the city's in the future.

b.

The proposed project will not impact the City of Corona's Department of Water and Power existing water and sewer facilities. The existing facilities have been designed and constructed to account for the demand that the project will create. The development will be responsible to construct the onsite water and sewer facilities required to serve the development in accordance the City of Corona Department of Water and Power standards.

c.

As previously discussed under Section 4 (Hydrology & Water Quality) of this initial study, the project site accepts water flows from the north from a tributary area of approximately 18 acres. No tributary flows come from the freeway right-of-way nor from the rights-of-way on Tom Barns Street and Temescal Canyon Road. The project is designed to accept off-site runoff from the north which will bypass the project site through proposed underground storm drains that will accept flow from proposed on-site catch basin inlets that discharge into modular wetlands for treatment and then into underground retention boxes. The modular wetlands are placed next to the underground retention boxes which are strategically located in the parking lot serving the industrial building. The project is anticipated to have 14 retention boxes and modular wetlands spread across the project site. The overflows of these on-site retention boxes will discharge into a proposed underground storm drainage system that discharges into the public storm drain in Tom Barns Street. An existing box culvert running from Interstate 15 takes the water flow through Tom Barns Street and continues southeasterly across Temescal Canyon Road toward the Temescal Creek.

The hydrology study (LDDC, 2019) prepared for the project calculated storm water runoff using Corona rainfall data. Off-site runoff was assumed to be 40% impervious area for single family residential, the project site was assumed to be commercial using approximately 90% impervious area in most subareas and the graded slopes were assumed to have 80% impervious area. Based on the modeled formula used in the hydrology study, the volume of stormwater runoff generated by post development of the project site increases from the volume under existing conditions. However, the volume of retention provided by the proposed underground retention boxes is greater than the increase anticipated from stormwater runoff; therefore, the project will not increase the volume of stormwater discharge. Due to the design of on-site drainage system and the existing public storm drain systems constructed off-site, the project site is designed to properly accept water flow across the site and will not result increased flooding hazards on-site or in the surrounding area. Therefore, this is not an impact.

d.

Pursuant to CEQA Guidelines Section 15155, the project meets the criteria as a water demand project and therefore requires the preparation of a water supply analysis. An industrial project is defined as a water demand project if: a) the project would house more than 1,000 persons, b) occupy more than 40 acres, or c) have more than 650,000 square feet in floor area. Based on the project's site plan, the project site is approximately 75 acres and will have 1,074,771 square feet of building area.

A water supply assessment (WSA) was prepared by Harris and Associates (July 2019) for the project. Reference documents used to prepare the WSA are cited throughout the document. In the interest of concision, references are made to these documents, but the documents and associated content are not reproduced herein. For additional insight into the bases of the citations, the reader is encouraged to acquire and review the references.

The documents referenced in the WSA are follows:

2015 Urban Water Management Plan (UWMP)
City of Corona 2015 Urban Water Management Plan, Volume 1 – Report (July 2016)
https://www.coronaca.gov/home/showdocument?id=4318

City of Corona 2015 Urban Water Management Plan, Volume 2 – Appendices (July 2016)
https://www.coronaca.gov/home/showdocument?id=4316

Corona General Plan 2004
El Cerrito Specific Plan (April 1992, Amended June 2011)
Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001
City of Corona Water Master Plan (September 2005)
City of Corona 2018 Reclaimed Water Master Plan

This report was prepared in compliance with the California Water Code and the Urban Water Management Planning Act as set forth in the 2015 Urban Water Management Plans Guidebook for Urban Water Suppliers established by the Department of Water Resources (DWR). It provides a review of water supply reliability for existing (2015) and future (through 2040) conditions with the City's Water Service Area as well as water conservation, energy use and contingency planning. Volume 1 includes analysis and Volume 2 include supporting documentation.

The UWMP is intended as a source of information for the preparation of Water Supply Assessments in accordance with SB 610. All topics related to existing and projected water supply and demand for the City are covered in detail and were thoroughly vetted by City staff prior to adoption by the City Council in 2016.

As a convention, applicable excerpts are taken directly from the UWMP. These excerpts are in units of acre-feet per year (AFY).

The WSA analysis is based on the *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001* (Guidebook). The Guidebook provides a methodology to determine whether supply is sufficient to meet demand under normal year, single dry year and multiple dry conditions for the next 20 years. Existing and projected supply and demand were taken from the *City of Corona 2015 Urban Water Management Plan* (UWMP). Calculation and projection of the incremental increase in demand associated with the Project were based on a number of factors, including:

- Project phasing
- Consistency with similar existing Light Industrial customers adjacent to California Avenue between Rimpau Avenue and Ontario Avenue
- Water use reduction to account for installation of efficient fixtures per the Building Code
- Water use reduction to account for changing economic conditions in the future
- Variation in irrigation demand due to meteorological conditions
- Use of reclaimed water for irrigation and dual plumbing

Based on the factors listed above, demand varies from 83 acre-feet per year (AFY) [Phase 1 only under normal conditions in 2020] to 144 AFY [Phase 1 and Phase 2 in the third year of a multi-year drought in 2025].

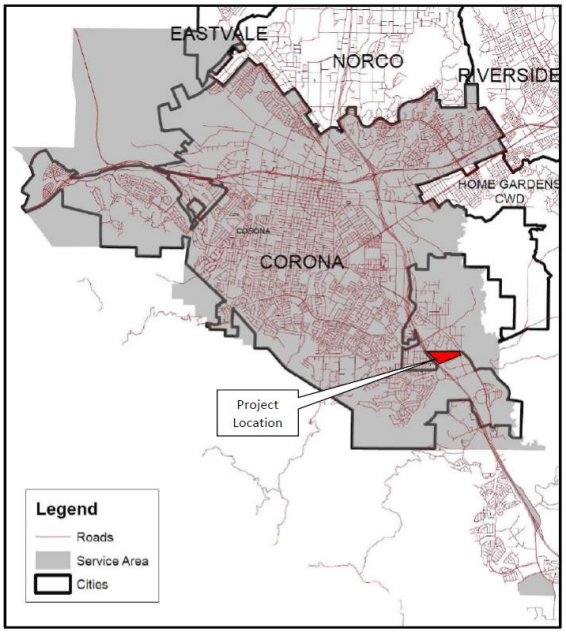
The WSA evaluated supply based on the project phasing shown in Table 12-1. It needs to be noted that the time the WSA was prepared the project proposed 1,124,294 square feet. The proposed project has since been revised and the total building square footage is 1,074,771 square feet. The change is square footage is less than originally studied. Therefore, the revised in the project does not negatively impact the WSA prepared in July 2019.

Table 12-1
Project Phases

Phase	Area (acres)	Floor Space (square feet)	Estimated Landscaping (square feet)	Estimated Slope Control (square feet)
Phase 1	45.58	748,131	402,059	21,780
Phase 2	28.00	376,163	449,975	0
Total	73.58	1,124,294	852,034	21,780

The project site is lcoated within the city's water service area. The area is shown in Figure 12-1.

Figure 12-1
Corona Water Service Area



[UWMP, page 3-2]

The City's UWMP (page 6-28) shows the City's existing and projected water supply. This information is provided in Table 12-2.

Table 12-2
City's Existing and Projected Water Supply

Year	2015	2020	2025	2030	2035	2040
Imported Water	12,692	28,365	28,365	28,365	28,365	28,365
Coldwater Basin	2,154	2,596	2,596	2,596	2,596	2,596
Temescal Basin	16,131	15,435	15,435	15,435	15,435	15,435
Reclaimed Water	6,519	10,000	10,000	10,000	10,000	10,000
Total	37,496	56,396	56,396	56,396	56,396	56,396

[UWMP, page 6-28]

This WSA relies entirely on existing supplies. The city's water supply portfolio includes imported water, groundwater from the Temescal and Coldwater Basins, and reclaimed water. The city has flexibility and discretion in the way it manages its supply portfolio. The WSA prepared for the project considered total supply the sum of imported water, groundwater and reclaimed water resources, but does not consider these sources individually. It is the city's responsibility to balance water supply and demand with the resources at its disposal.

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Wholesale Water Supplies

The city is a member agency of the Western Municipal Water District (WMWD). WMWD is a local water wholesaler. Per the UWMP, the city received 12,692 acre-feet of imported water from WMWD in 2015. Historical and projected wholesale supply availability from WMWD is provided in Table 12-3.

Table 12-3
Wholesale Water Supply Availability

Year	2015	2020	2025	2030	2035	2040
Imported Water (AFY)	12,692	28,365	28,365	28,365	28,365	28,365

[UWMP, page 6-3]

Groundwater Supplies

The city pumps groundwater from two local aquifers: the Coldwater Basin and the Temescal Basin. Historical and projected production from these basins are shown in Table 12-4.

Table 12-4
Summary of Groundwater Supply

Year	2015	2020	2025	2030	2035	2040
Coldwater Basin (AFY)	2,154	2,596	2,596	2,596	2,596	2,596
Temescal Basin (AFY)	16,131	22,800	22,800	22,800	22,800	22,800

[UWMP, page 6-13]

Projected Water Demand

The water demand for the project was not explicitly accounted for in the 2015 UWMP. The UWMP only considered future demands associated with population growth and minor infill projects. For this reason, the WSA calculated water demand for the project independently. The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years. The water demand for the project was then calculated accordingly.

The City considers both potable water and reclaimed water as elements of its water supply portfolio in the UWMP. For this reason, both are calculated and considered as water demand for the project. The WSA reviewed supply sufficiency only, and did not include site-specific determination of the feasibility of using reclaimed water. As a non-potable source, the feasibility of implementing reclaimed water use is subject to a determination by the City Engineer. The WSA provided calculations for reclaimed water use by the project for landscape irrigation and dual-plumbing as guidance to the City Engineer on application of recommendations in the RWMP. The calculations were for planning purposes only and do not constitute an obligation by the City or the developer to implement reclaimed water use or to what degree reclaimed water use will be implemented.

Total water demand for the project was calculated and separated into potable water demand and reclaimed water demand by the following method:

- Recent city water use records for Light Industrial land use were used to develop an area-based demand factor in terms of total water demand per acre.
- The demand factor was applied to the area of the project to determine the gross water demand.
- Reclaimed water demand for irrigation and dual plumbing was calculated per guidance in the Reclaimed Water Master Plan. Reclaimed water demand for irrigation was increased under single dry year and multiple dry year conditions proportional to increases documented in the UWMP.
- Gross potable water demand is the gross water demand reduced by the reclaimed water demand.
- Potable water demand is the gross potable water demand reduced to account for installation of efficient plumbing fixture per the Building Code and reduced to account for the impact of wholesaler inflation on price elasticity.
- Total demand for the project is the sum of the potable water demand and the reclaimed water demand.

Water use records from January 2016 through December 2018 for 53 light industrial parcels in the vicinity of California Avenue between Rimpau Avenue and Ontario Avenue were analyzed to determine the average water use per acre. The total existing light industrial area was calculated at 107.26 acres and the associated annual water demand was calculated at 181.25 acre-feet per year (AFY). This is equivalent to a factor of 1.69 AFY per acre (Harris and Associates 2019).

For comparison purposes, the WSA noted that the Water Master Plan (page 6-9) provides a Water Unit Flow Factor for light industrial land use of 1,400 gallons per day per acre, which is equivalent to 1.57 AFY per acre. To be conservative, the demand factor of 1.69 AFY per acre based on recent city records will govern for this assessment.

Applying the demand factor to the Project area results in a total water demand of 124.33 AFY (Table 12-5).

Table 12-5
Total Demand Factor for Project

Phase	Area (acres)	Demand Factor (AFY/acre)	Demand (AFY)
Phase 1	45.58	1.69	77.02
Phase 2	28.00	1.69	47.31
Total	73.58		124.33

Per Ordinance 2854, reclaimed water will be used to meet irrigation and toilet flushing (i.e. dual plumbing) demands for the project. Calculations for reclaimed water were done based on project phasing for Phase 1 and Phase 2. Potable water demand was estimated as the total water demand minus the reclaimed water demand. Per the UWMP (page 7-7), potable water demand for new construction is reduced by 5% to account for efficient plumbing fixtures. Per the UWMP (page 4-5), future potable water demand is reduced to account for the impact of wholesaler inflation on price elasticity.

Based on the calculations and methodology used in the project's WSA (Harris and Associates 2019), the total water demand projecting into Year 2040 are provided in the following tables.

Table 12-6
Total Project Demand in Year 2020

Demand in 2020	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	36.88	43.66	46.37	46.03	48.06	47.39
Potable Water Demand	37.67	37.67	37.67	37.67	37.67	37.67
Total Water Demand	74.55	81.33	84.04	83.70	85.73	85.06

Year 2020 assumed Phase 1 of the project was constructed within five years.

Table 12-7
Total Project Demand Year 2025

Demand in 2025	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	45.12	45.12	45.12	45.12	45.12	45.12
Total Water Demand	120.64	134.85	140.53	139.82	144.08	142.66

Year 2025 assumes Phase 1 and Phase 2 of the project are constructed within 10 years.

Table 12-8
Total Project Demand Year 2030

Demand in 2030	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	44.42	44.42	44.42	44.42	44.42	44.42
Total Water Demand	119.94	134.15	139.83	139.12	143.38	141.96

Year 2030 assumes project construction is complete.

Table 12-9
Total Project Demand for Year 2035

Demand in 2035	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	43.73	43.73	43.73	43.73	43.73	43.73
Total Water Demand	119.25	133.46	139.14	138.43	142.69	141.27

Table 12-10
Total Project Demand for Year 2040

Demand in 2040	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	43.03	43.03	43.03	43.03	43.03	43.03
Total Water Demand	118.55	132.76	138.44	137.73	141.99	140.57

The WSA also reviewed single and multiple years dry weather supply to also determine water supply sufficiency for the project. Total supply sufficiency based on the project's water demand are shown in the below tables.

Table 12-11
Summary of Supply Suffciency 2020 through 2040

Supply Sufficiency in 2020

Supply Sufficiency in 2020	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,533	47,616	50,463	50,132	52,680	51,932
Project Demand	75	81	84	84	86	85
Surplus Supply	16,788	8,699	5,849	6,180	3,630	4,379

Supply Sufficiency in 2025

Supply Sufficiency in 2025	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,514	47,486	51,171	50,835	53,425	52,664
Project Demand	121	135	141	140	144	143
Surplus Supply	16,761	8,775	5,084	5,421	2,827	3,589

Supply Sufficiency in 2030

Supply Sufficiency in 2030	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,555	47,523	51,986	51,641	54,274	53,502
Project Demand	120	134	140	139	143	142
Surplus Supply	16,721	8,739	4,270	4,616	1,979	2,752

Supply Sufficiency in 2035

Supply Sufficiency in 2035	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,634	47,609	52,871	52,523	55,203	54,417
Project Demand	119	133	139	138	143	141
Surplus Supply	16,643	8,654	3,386	3,735	1,050	1,838

Supply Sufficiency in 2040

Supply Sufficiency in 2040	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,636	47,699	53,681	53,328	56,051	53,681
Project Demand	119	133	138	138	142	141
Surplus Supply	16,641	8,564	2,577	2,930	203	2,574

Under all supply sufficiency tests, there is surplus supply when the demand of the project is added to projected system demand. Based on the findings provided in the WSA, there is sufficient supply under normal year, single dry year and multiple dry year conditions through 2040. Therefore, the project will not impact the availability of water supply resources.

e & f

In 1989, the State Legislature passed Assembly Bill 939, the original landmark bill that required recycling, source reduction, and waste diversion. Since then, the state has required jurisdictions to increase diversion of solid waste from the landfills from 25 to 75 percent. The City of Corona has adopted comprehensive integrated waste management programs to meet state mandates. Corona's waste management efforts include waste prevention (or "source reduction"), recycling and composting, and combustion or disposal of waste into landfills. Corona's waste management efforts center around the following programs: mandatory recycling for residential, commercial and multifamily uses; household hazardous waste and electronic waste program; organics, mulch, compost, and tree recycling; bulky item pickup; waste oil/filter program; and construction and demolition recycling.

Assembly Bill 341 came into effect in 2012, requiring mandatory commercial and public agency waste recycling and establishing a statewide 75 percent waste diversion goal by 2020. In 2016 businesses and multifamily buildings with five or more units were impacted by Assembly Bill 1826, which requires the mandatory recycling of organic waste. The project will be designed to provide trash enclosure spaces designed to accommodate waste bins associated with the state's and city recycling program. Therefore, the project will comply with solid waste regulations and this is not an impact.

The city's waste hauler is Waste Management which transports all solid waste from the City and the sphere of influence areas to the El Sobrante landfill, located east of the City in the unincorporated county. Opened in 1986, the El Sobrante Landfill is a Class III landfill that accepts municipal solid waste.

13 AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	☐	☐	☐	☒
b. Degrade visual character of site & surroundings	☐	☐	☐	☒
c. Light or glare	☐	☐	☐	☒

d. Scenic resources (forest land, historic buildings within state scenic highway	☐	☐	☐	☒

Discussion:

a & d.

Per Figure 4.4-2 (Scenic Highways) of the city's 2004 General Plan, the project site is not located along local scenic vista or highway. The westerly property line of the project site is adjacent to Interstate 15 and visible from highway. I-15 in this area is not designated as a state scenic highway. Therefore, the project will not have an impact on local or state designated scenic vistas or highway.

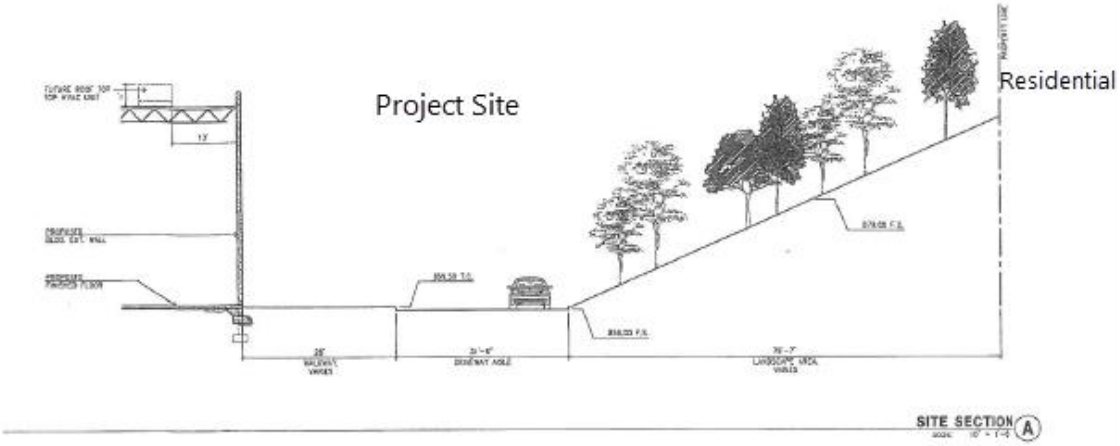
b.

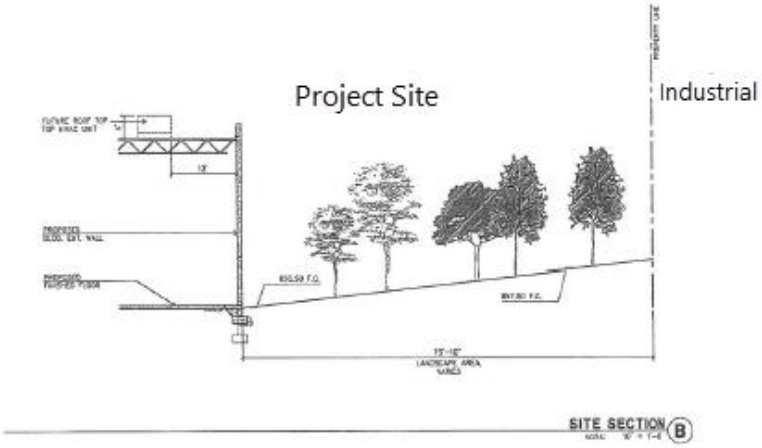
The project site was once used for the mining of sand. The mining operation ceased in 1997 and the site has since been reclaimed. The on-site reclamation efforts included the fill of on-site quarry pits and the mass grading of dirt across the entire site. The property is currently in an undeveloped condition and is covered with annual grasses and weed throughout the year. The project will improve the on-site condition of the property with new industrial buildings, paved parking, and landscaping. The project is also designed pursuant to the development standards of the Light Industrial zone governed by the El Cerrito Specific Plan and additional standards imposed by the Corona Municipal Code regulating building setbacks, landscaping, parking, building heights, and building architecture. The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area.

c.

Although development of the site will introduce new lighting sources mostly associated with parking lot lighting and building lighting, the on-site light sources will not project glare beyond the project site. All parking lot lights are designed with a hooded standard that will direct light downward. The same situation will also exist on buildings. Exterior building lights will be from building mounted fixtures that will direct light downward. Additionally, the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower) and will have an extensive landscape buffer on the manufactured slope created as a result of the grade difference. Cross sections along the perimeters near the residential properties are shown in Figure 13-1. The conceptual landscape plan along the north perimeter is shown in Figure 13-2. Based on the on-site design of the project, light and glare is not an impact.

Figure 13-1
Cross Sections (Northerly Perimeter)





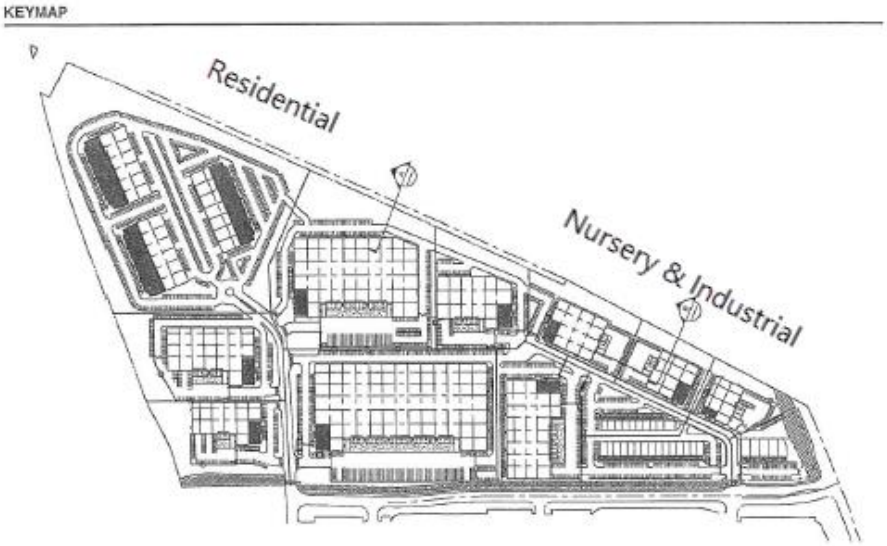
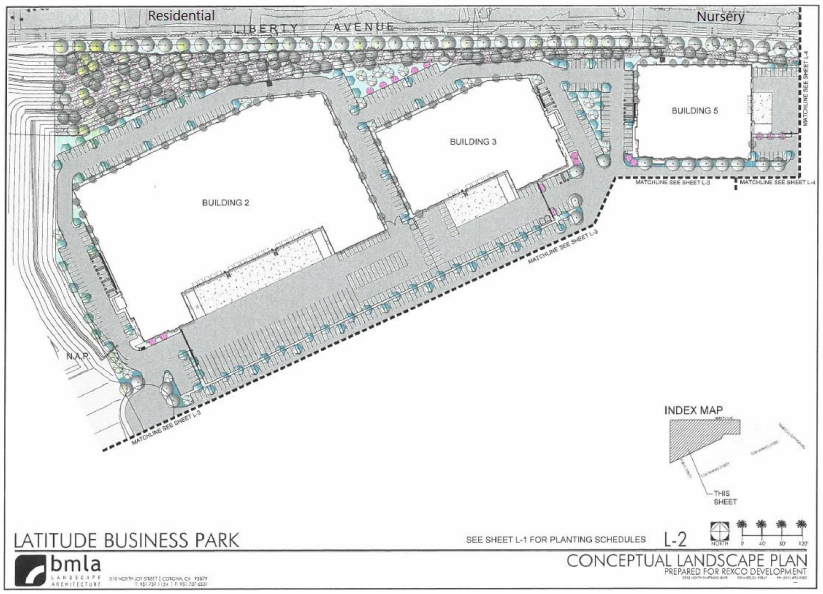
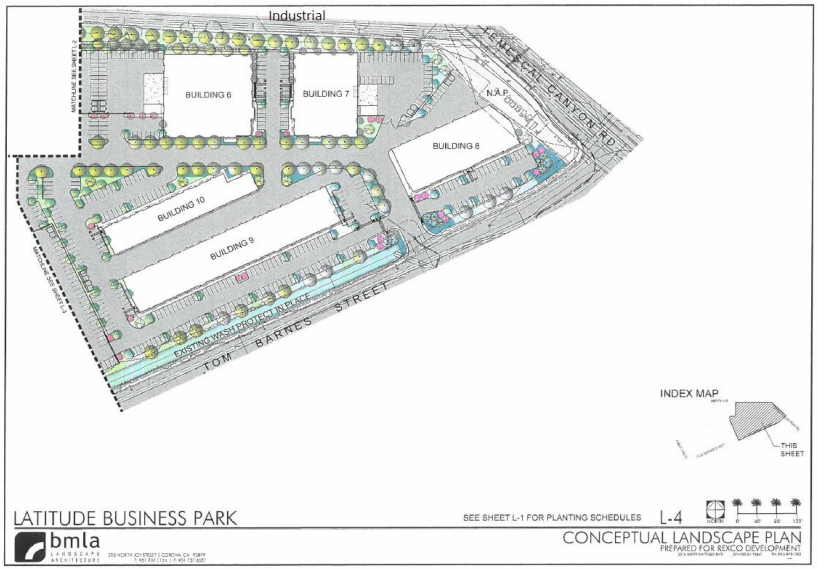


Figure 13-2
Conceptual Landscape (Northerly Perimeter)





14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	☐	☐	☐	☒
b. Archaeological resource	☐	☐	☐	☒
c. Paleontological resource or unique geologic feature	☐	☐	☐	☒
d. Disturb human remains	☐	☐	☐	☒

Discussion:

a, b, c, d

Because the previous use of the project site was a sand mine and involved mining to depths of 30 feet and 40 feet below surface levels, cultural, archeological and paleontological resources are highly unlikely to occur on the project site. Also, the on-site remediation that took place after the mining was discontinued included mass grading across the project site. This activity resulted in the further disturbance as sediments were bulldozed in attempt to level some of the project site and return it to a more natural appearance. The previous mining operation also extended on to the adjacent 113 acres to the south which is now developed as a commercial shopping center. At the time of development of the adjacent property, no cultural resources were discovered in the area. Therefore, the project will not have an impact on cultural resources.

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	☐	☐	☐	☒
b. Conversion of farmland to nonagricultural use	☐	☐	☐	☒

Discussion:

a & b.

The project site is designated on the General Plan as Light Industry and has a zoning of Light Industrial per the El Cerrito Specific Plan. The project site was also greatly disturbed by previous mining operations under Surface Mine Permit 109 issued by the County of Riverside. The site is not restricted by a Williamson Act contract. Therefore, the project will not impact agricultural resources.

16. GREENHOUSE GAS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gases	☐	☐	☐	☒
b. Conflict with a plan, policy or regulation	☐	☐	☐	☒

Discussion:

a & b

Greenhouse Gas (GHG) emissions from daily operations would include sources such as area, energy, mobile, waste and water uses. Area sources include usage of consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment. Finally, the project would also generate air quality emissions and GHG through the use of carbon fuel burning vehicles for transportation.

A GHG Emissions Assessment was prepared by Ldn Consulting (June 2019) for the project site. GHG impacts related to project construction and daily operations were calculated using the latest CalEEMod 2016.3.2 air quality and GHG model, which was developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017. The City of Corona recognizes the CalEEMod Version 2016.3.2 as an acceptable model for projects of this nature.

The City of Corona guidelines for determining significance for GHGs under CEQA are identified in the CEQA Thresholds and Corona Climate Action Plan (CAP) Screening Tables prepared for the City of Corona by ATKINS in 2012. The CEQA thresholds give initial guidance for determining significance and also offer methodologies for screening out proposed land use developments. The document recommends completing a screening checklist or direct calculations for larger projects. The City has also indicated that small projects could alternatively demonstrate that the emissions for the development would not exceed a 3,000 MT for residential and mixed-use projects and up to 10,000 MT for industrial projects per SCAQMD GHG screening thresholds (SCAQMD, 2008). Should emissions exceed these thresholds, projects would be required to demonstrate compliance with the City's CAP Screening Checklist where a project would need to achieve 100 points in order to not exceed GHG thresholds.

Project Related Construction Emissions

Table 16-1 shows the anticipated construction schedule for the project, which is proposed to be developed in two phases (Ldn Consulting June 2019).

Table 16-1
Project Construction Schedule

Equipment Identification	Proposed Start	Proposed Completion	Quantity
Site Preparation	01/01/2020	01/14/2020	
Rubber Tired Dozers			3
Tractors/Loaders/Backhoes			4
Grading	01/15/2020	02/25/2020	
Excavators			2
Graders			1
Rubber Tired Dozers			1
Scrapers			2
Tractors/Loaders/Backhoes			2
Paving	02/26/2020	03/24/2020	
Pavers			2
Paving Equipment			2
Rollers			2
Building Construction	03/25/2020	05/18/2021	
Cranes			1
Forklifts			3
Generator Sets			1
Tractors/Loaders/Backhoes			3
Welders			1
Architectural Coating	08/12/2020	05/18/2021	
Air Compressors			1
This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.			

The CalEEMod 2016.3.2 model was utilized to determine annual CO2 emissions for the proposed construction years. The construction emissions as calculated in CalEEMod are reported in Metric Tons and are shown in Table 16-2. It should be noted that GHGs are analyzed on a Metric Ton per year (MT/year) which is why annual emissions are estimated. Based upon the findings for the proposed industrial project, construction activities would not be expected to exceed the 10,000 MT industrial threshold any given construction year. Therefore, the construction emissions would be considered less than significant.

Table 16-2
Expected Annual Construction CO2 Emissions Summary - MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
2020	0.00	1,006.07	1,006.07	0.13	0.00	1,009.22
2021	0.00	893.47	893.47	0.09	0.00	895.60
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above. CalEEMod annual output is attached to this letter.						

Project Related Operational Emissions

Emissions generated from area, energy, mobile, solid waste and water uses is also calculated within CalEEMod. The program is largely based on default settings which are automatically populated throughout the model based on the imputed land us Statewide averages for utility emissions were utilized for the calculations throughout the model. The calculated operational emissions are identified in Table 16-3 (Ldn Consulting June 2019). It should be noted that the GHG model includes the project

estimated vehicular trips (4,127 daily trips) which were broken down within the project traffic study prepared by LL&G Engineers 2019.

Table 16-3
Expected Operational Emissions Summary - MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0.00	0.03	0.03	0.00	0.00	0.03
Energy	0.00	1,346.23	1,346.23	0.05	0.01	1,351.70
Mobile	0.00	5,815.48	5,815.48	0.28	0.00	5,822.38
Waste	181.53	0.00	181.53	10.73	0.00	449.72
Water	79.97	842.04	922.01	8.25	0.20	1,188.36
Total Operations	**261.50**	**8,003.78**	**8,265.28**	**19.30**	**0.22**	**8,812.19**

Expected Construction emissions are based upon CalEEMod 2016.3.2 modeling assumptions for equipment and durations listed in Table 1 above.
CalEEMod annual output is attached to this letter.
Data is presented in decimal format and may have rounding errors.

Based upon the operations emissions as calculated by CalEEMod, the operational annual emissions were found to be less than the general 10,000 MT screening threshold for industrial projects and would therefore comply with the City's GHG policies under the CAP without mitigation. Based on this, the project would not be required to implement GHG design features beyond those required by local state and City regulations. Based on this, the project would be considered less than significant for GHG emissions.

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

Discussion:

a & b.

A negative cultural resources assessment was prepared for the project site by LSA Associates in June 2008. Ethnographically, the project site is within the Gabrielino territory. The northernmost territory of the Luiseno also just reaches the project area. The assessment determined that no Gabrielino or Luiseno villages are located near the project area. Also, due to the historic use of the property as a sand mine, which involved the excavation of earthen materials to depths 30 feet and 40 feet below surface level, it is not likely that tribal resources exist on the site today in its current condition.

AB 52 requires local agencies to notify and consultant with tribes about development projects. The purpose of AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. In February 2019, the city contacted the following Native American Tribes regarding the proposed project and consultation under AB 52:

- Soboba Band of Luiseno Indians
- Pechanga Band of Luiseno
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Torres Martinez Desert Cahuilla Indians
- Santa Rosa Band of Cahuilla Mission Indians
- Rincon Band of Luiseno Indians

The city was contacted by the Rincon Band of Luiseno Indians on March 18, 2019, the Pechanga Band of Luiseno on March

20, 2019, and the Soboba Band of Luiseno Indians on March 27, 2019, requesting consultation. The city completed tribal consultation with the Rincon Band of Luiseno Indians on September 3, 2019. The Rincon Band of Luiseno Indians concluded there was an unlikelihood that cultural resources exist on the property due to the previous mining operation and grading that has occurred on the project site. The tribe had no additional concerns and did not request any mitigation measures relating to cultural resources. The city contacted the other two tribes on two separate occasions requesting consultation but a response from either tribe was never received. On September 20, 2019, the city contacted Pechanga Band of Luiseno and Soboba Band of Luiseno Indians for a third time and provided a deadline for consultation by September 27, 2019. The city received no responses from either tribe and concluded consultation on September 27, 2019.

The city did receive a letter from Pechanga Band of Luiseno dated November 14, 2019. The letter commented on some of the citations made in the report regarding the tribe's history. No comments were made regarding potential impacts to tribal/cultural resources. The tribe however did reserve the right to comment on the city's environmental analysis when it comes available.

Based on the previous use of the property and the mass grading activity that has occurred across the project site and the lack of physical resources, the project will not have an impact on 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	☐	☐	☐	☒
b. Cumulatively considerable impacts	☐	☒	☐	☐
c. Substantial adverse effects on humans	☐	☐	☒	☐
d. Short-term vs. long-term goals	☐	☐	☒	☐

Discussion:

A. No impact.

The project is not anticipated to impact threatened or endangered species or habitat. As discussed under Section 7 of this initial study, Biological Resources, the area along Joseph Canyon Wash supports riparian woodland communities, but this area is not being affected by the proposed development and has been set aside as a mitigation site. The plant species observed on the project site were nonnative or invasive weedy species over the majority of the area and native plant species are limited largely to the Joseph Canyon Wash Conservation Easement and the slopes adjacent to I-15, which were part of ongoing revegetation activities associated with environmental compliance for the Crossings Project. Therefore, the project does not impact biological resources that are threatened or endangered.

B. Potentially Significant Unless Mitigation Incorporated.

None of the issue areas analyzed in the initial study resulted in impacts that would be considered significant after mitigation. Traffic from the project would not contribute to significant impacts on the city's circulation system, the emission thresholds related to air quality and greenhouse gases are not being exceed by the project construction and operation, the water quality management being established on-site prevents ground water contamination and the water supply assessment determined there is sufficient water supply under normal year, single dry year and multiple dry year conditions through 2040. Therefore, these impacts are less than significant and therefore not cumulatively considerable.

C. Less than significant.

The project would not have a substantial adverse effect on human beings, either directly or indirectly. The initial study did not identify significant impacts related to air quality and greenhouse gases as the project will operate within the thresholds adopted by the State's air resources board.

D. Less Than Significant.

Noise from the project during construction and operation adheres to the city's performance standards regulated by the Corona Municipal Code and air quality and greenhouse gas emissions are within the thresholds established by the State's air resources board. Adherence to these standards throughout the operation of the project would keep these impacts at less than significant.

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

Discussion:

a, b, c, & d

The project site is not located within a high fire hazard severity zone (https://koordinates.com/layer/96850-riverside-county-ca-fire-hazard-severity-zones/). Therefore, development of the project site will not exacerbate wildfire risks. The project site is also not adjacent to other properties that are within a high fire hazard severity zone. The properties to the south and east have also been developed for commercial purposes and developed to commercial standards that include paved concrete surfaces, paved access and commercial buildings. The proposed industrial buildings will also be constructed in accordance with the California Building Standards Code and California Fire Code which will require adequate fire suppression measures and adequate water pressure for fire hydrants serving the project.

Paved roadway access will also be provided to the project from two public streets, Temescal Canyon Road and Tom Barns Road, including additional access from Cajalco Road via Grand Oaks from the adjacent shopping center. The project's on-site design also provides two points of vehicular access from Tom Barns Road.

Therefore, based on the project's location, there is no impact or threat of wildfire.

20. ENERGY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	☐	☐	☐	☒

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency ☐ ☐ ☐ ☒

Discussion:

a.

An energy efficiency analysis for project construction and operations was prepared by Ldn Consulting (July 2019) as it relates to nonrenewable fuel sources including electrical, natural gas, diesel and gasoline. The analysis was prepared according to requirements established within Public Resource Code (PRC) Section 21100(b)(3) and California Environmental Quality Act (CEQA) Guidelines Section 15126.4.

Project Construction

Energy usage for construction equipment is best estimated using total horsepower hours and an assumed thermal efficiency of 30%. The most common measure of the energy efficiency of a tractor is referred to here as "specific volumetric fuel consumption" (SVFC), which is given in units of gallons per horsepower-hour (gal/hp-h). SVFC for diesel engines typically ranges from 0.0476 to 0.1110 gal/hp-h. Inverting these numbers yields a range of between 12-21 hp-h/gal. Over the last 30 years, fuel efficiency at maximum power has increased from roughly 14.5 to 16.5 hp-h/gal (Ldn Consulting 2019). Project construction dates were estimated based on an estimated construction kickoff starting in July 2019 and completing the project sometime in 2020. Based on the equipment, quantity, work time, Horsepower (HP), the project would require a total of 1,242,791.20 hp-h. This is shown in Table 20-1 below. Based on this, the project would consume roughly 75,321 gallons of diesel for construction. It should be noted that fuel consumption would go up if diesel construction equipment is poorly maintained. Based on this, the project shall properly maintain all equipment per manufacture recommendations.

Construction emissions from vendors and hauling are based on the estimated vehicle miles traveled (VMT) for the total construction duration which is 2,431,536 miles total. In California, the average fuel intensity for on-road vehicles is 0.0615 gal/mile (Ldn Consulting 2019). Based on this, the vehicular trips would consume roughly 149,539.5 gallons total during construction.

On-road vehicles are regulated by state and federal regulations and vehicular fleet efficiencies are getting better each year. Additionally, all construction equipment shall be maintained as needed per manufactures recommendations. Based on this, the short-term energy demand during construction of the project would not result in a wasteful or inefficient use of energy.

Table 20-1
Expected Project Construction Equipment

Equipment Identification	Construction Days	Hours per day	HP	Load Factor	Quantity	Horsepower Hours
Site Preparation	10					
Rubber Tired Dozers		8	247	0.4	3	23,712.00
Tractors/Loaders/Backhoes		8	97	0.37	4	11,484.80
Grading	30					
Excavators		8	158	0.38	2	28,819.20
Graders		8	187	0.41	1	18,400.80
Rubber Tired Dozers		8	247	0.4	1	23,712.00
Scrapers		8	367	0.48	2	84,556.80
Tractors/Loaders/Backhoes		8	97	0.37	2	17,227.20
Paving	20					
Pavers		8	130	0.42	2	17,472.00
Paving Equipment		8	132	0.36	2	15,206.40
Rollers		8	80	0.38	2	9,728.00
Building Construction	400					
Cranes		7	231	0.29	1	187,572.00
Forklifts		8	89	0.2	3	170,880.00
Generator Sets		8	84	0.74	1	198,912.00
Tractors/Loaders/Backhoes		7	97	0.37	3	301,476.00
Welders		8	46	0.45	1	66,240.00
Architectural Coating	300					
Air Compressors		6	78	0.48	1	67,392.00
Total Horsepower Hours						1,242,791.20
Total Diesel Fuel (Gal) @ 16.5 hp-h/gal						75,321
Construction Lists identified within **CalEEMod Attachment A** to this report which was used for the project GHG analysis						

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Project Operations
Energy – Utility Demand

The State of California has implemented a number of energy reducing policies largely geared to reducing greenhouse gasses (GHGs). The most notable is Assembly Bill (AB) 32 which was signed in 2006. Since then, the state has implemented two scoping plan updates which are geared to reduce GHG emissions by reducing energy consumption, increasing energy efficiency and increasing the usage of renewable sources. The state has also taken a strong step in increasing building efficiencies under Title 24, par 6 of California's Code of Regulations. Additionally, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards are updated every three years as part of the California Building Standards triannual update. The mandatory standards required per the CAL Green code include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- 65 percent of construction waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

Furthermore, the state has adopted a number of regulations which force utility electrical utility providers to increase renewable portfolios or procurement. Although not described in detail for this initial study, the following regulations include SB 1078 (Renewable Portfolio Standards), SB X1 2, SB 350 and SB 100 (expanded and accelerated Renewable Portfolio Standards).

Energy – Vehicular Usage
The proposed project was analyzed as a light industrial and industrial office project using trip generation rates identified in the project traffic study prepared by LL&G Engineers (2019). Based on the project trip generation rate, the proposed project would generate roughly 4,127 daily passenger car equivalent trips. The proposed project is also within walking distance the Corona Cruiser Red Line (City of Corona - Corona Cruiser, 2019). The ease of access to this resource would result in reduced vehicle miles traveled, reducing gasoline use, and inhibiting wasteful, inefficient, or unnecessary use of energy. Furthermore, the project is within walking distance to a regional shopping center that provides retail services and eating establishments across the street from the project site. These close commercial amenities also helps to reduce the project's vehicle trips throughout the day by employees. Finally, the use of energy efficiency (zero-emission) vehicles has increased over the years due to state mandated policies geared to reduce GHG emissions. An electric vehicle charging station is also located adjacent to the project site within the parking lot of the shopping center near Target. Therefore, employees will have access to vehicle charging stations within walking distance to the project.

Therefore, the long-term energy demand during operations of the project would not result in a wasteful or inefficient use of energy. As renewable portfolios increase and as electric vehicle operations become more standardized, energy consumptions will decrease. Given this, the project would not result in a wasteful or inefficient use of energy and is a less than significant impact.

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. 2004. *Corona General Plan Update 2004*.
2. ECORP Consulting, Inc. December 2019. *Biological Technical Report and MSHCP Consistency Analysis, Latitude Business Park Development.*
3. Harris and Associates, Inc. July 2019. *Water Supply Assessment for the Latitude Business Park.*
4. Land Development Design Company, LLC. December 2019. *Preliminary Water Quality Management Plan for Latitude Business Park.*

5. Land Development Design Company, LLC. December 2019. *Hydrology Study for Latitude Business Park.*
6. Ldn Consulting, Inc. July 2019. *Energy Use and Conservation, Latitude Business Park Development.*
7. Ldn Consulting, Inc. June 2019. *Latitude Business Park Development Project Greenhouse Gas Letter.*
8. Ldn Consulting, Inc. June 2019. *Air Quality Assessment, Latitude Business Park.*
9. Ldn Consulting, Inc. June 2019. *Noise Analysis, Latitude Business Park.*
10. Linscott Law & Greenspan Engineers. September 23, 2019. *Traffic Impact Analysis Report, Latitude Business Park.*
11. Linscott Law & Greenspan Engineers. November 20, 2019. *General Plan Conformance Traffic Analysis for the Proposed Latitude Business Park Supplemental Memo to the TIA dated September 23, 2019.*
12. LSA Associates. June 2008. *Negative Cultural Resource Assessment Letter Report.*
13. The Planning Associates Group. December 2018. *Preconstruction Phase 1 Biological and Burrowing Owl Assessment for North 65 acres, Gateway Business Plaza.*
14. South Shore Testing and Environmental. October 2018. *Phase 1 Environmental Site Assessment, Proposed Latitude Business Park.*
15. South Shore Testing and Environmental. October 2018. *Preliminary Geotechnical Investigation.* (Provided as Appendix B in Preliminary WQMP prepared by LDDC, LLC).

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA

Mitigation Measure	Topic	Timing
	Geological	
3-1	On-site grading shall be done according the recommendations of the preliminary geotechnical investigation prepared by South Shore Testing and Environmental (October 2019). Recommendations include: a) site specific grading instructions contained in Appendix C of the report which covers site preparation, compacted fills, cut slopes, trench backfills and grading controls, b) structural fill placed in pad areas should be suitably processed by moisture conditioning to near optimum moisture content, then compacted in the upper 12-inches to the minimum compaction requirement prior to placing fill; and c) no structural fill shall be placed within the building areas on any ground without first being observed by licensed civil engineer or geologist and that written certification be provided that the ground is competent and prepared to receive fill.	Prior to issuance of a grading permit
3-2	Corrosivity suite testing should be performed at the completion of rough grading including soluble sulfate, chloride, PH, and resistivity testing to determine the type of concrete to be utilized on-site.	Prior to the issuance of a building permit
3-3	During the grading of the project site testing of the subgrade soils should be conducted to evaluate the expansive nature of the subgrade soils. If highly expansive soils are discovered, overexcavation of the slope face should occur and shall be replaced with very low to medium expansion soils during grading. This evaluation shall be monitored and evaluated by the project's licensed civil engineer and/or geotechnical/soil engineer. The foundation design parameters should be developed specific to the design of the final foundation scheme at the completion of grading.	Prior to issuance of a building permit

Mitigation Measure	Topic	Timing
	Air Quality	
5-1	The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.	Prior to issuance of a grading permit
	Transportation/Circulation	
6-1	Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet.	Prior to the issuance of the first certificate of occupancy for the project.
6-2	Temescal Canyon Road and Tom Barns Street (Year 2040), The applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.	Prior to the issuance of a building permit or recordation of TTM 37608, whichever occurs first
6-3	Intersection at State Street at Ontario Avenue (Year 2022). In Year 2022 without the project, the intersection is forecast to have LOS E in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS remains the same in the a.m. and p.m. peak hours. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the following improvements for this intersection include: a) stripe crosswalks on all legs, and b) installation of a traffic signal and a design for five-phase operation with protected left-turn phasing on Ontario Avenue. This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%.	The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

Mitigation Measure	Topic	Timing
6-4	Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). In Year 2022 without the project, the intersection is forecast to have LOS D in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS is forecast to have LOS E in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to modify the existing traffic signal to install eastbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.	The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.
6-5	Intersection at State Street at Ontario Avenue (Year 2040). In Year 2040 without the project, this intersection is forecast to operate at LOS E in the a.m. and p.m. peak hours. In Year 2040 with the project, the LOS is forecast to have LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement is the same as that in Year 2022. The project is responsible for paying 24.43% of the cost of the improvement	The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.
6-6	Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). In Year 2040 without the project, this intersection is forecast to operate at LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS remains the same in the p.m. peak hour. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the planned improvement at this intersection is to modify the existing traffic signal to provide eastbound right-turn overlap phasing. The project is responsible for 21.67% of the cost to construct.	The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.
6-7	Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). In Year 2040 without the project, the intersection is forecast to have LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS is forecast to have LOS E in the a.m. peak hour and LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to	The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

Mitigation Measure	Topic	Timing
	an acceptable level, the planned improvement for the intersection is to restripe the west leg to provide the eastbound approach with a second exclusive eastbound left-turn lane; and modify the existing traffic signal to install eastbound right-turn overlap phasing and northbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.	
	Biological Resources	
7-1	A pre-construction survey for burrowing owls should be completed within the Project site no more than 30 days prior to construction activities in accordance with the Western Riverside MSHCP burrowing owl survey guidelines (County of Riverside 2006). If burrowing owls are observed during the preconstruction survey, a specific mitigation methodology for the owl shall be determined in coordination with CDFW in order to reduce impacts to a level that is less than significant. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls.	Prior to issuance of a grading permit or any ground disturbance on the project site.
7-2	Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31). This will avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include establishment of an avoidance buffer until nesting has been completed and periodic nest monitoring by the project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically this is 300 feet from the nest site in all	Prior to the issuance of grading permit or any ground disturbance on the project site.

Mitigation Measure	Topic	Timing
	directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.	
7-3	Due to the potential presence of least Bell's vireo within Joseph Canyon Wash, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys shall be completed prior to any such activities, in order to rule out the presence of least Bell's vireo. Surveys involve eight surveys from April 10 through July 31, spaced at least 10 days apart. If least Bell's vireo is detected during the surveys, then all work within 500 feet of the location of the least Bell's vireo territory will be halted and the CDFW will be consulted regarding mitigation and avoidance measures during construction. At a minimum, an avoidance buffer will be planned and established in consultation with the CDFW to avoid indirect impacts to least Bell's vireo. The buffer is expected to be a minimum of 500 feet in width. The width of the avoidance buffer will be determined by the Project biologist, in consultation with the CDFW. Other mitigation measures may also be applied based on that consultation process.	Prior to the issuance of grading permit or any ground disturbance on the project site.
	Noise	
10-1	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site.	During on-site construction
10-2	The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.	During on-site construction

Mitigation Measure	Topic	Timing
10-3	Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.	Prior to issuance of a building permit

Regional Conservation Authority
Western Riverside County

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January 03, 2020

Sandra Yang, Senior Planner
City of Corona
400 S. Vicentia Avenue
Corona, California 92882

Dear Ms. Yang:

Please find the following JPR attached:

JPR 19-11-05-01. The Local Identifier is Latitude Business Park, TTM 37608 and PP2019-0001. The JPR file attached includes the following:

- RCA JPR
- Exhibit A, Vicinity Map with MSHCP Schematic Cores and Linkages
- Exhibit B, Criteria Area Cells with MSHCP Vegetation and Project Location
- Exhibit C, Criteria Area Cells with Aerial Photograph and Proposed Project Impacts
- Exhibit D, Conservation and Avoidance Areas
- Regional Map

Thank you,

Wedny Worthey
Western Riverside County Regional Conservation Authority

cc: Karin Cleary-Rose
U.S. Fish and Wildlife Service
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

Joanna Gibson
California Dept. of Fish and Wildlife
3602 Inland Empire Blvd. #C220
Ontario, California 91764

EXHIBIT E

RCA Joint Project Review (JPR)

JPR #: 19-11-05-01
Date: 1/3/20

Project Information

Permittee: **City of Corona**
Case Information: **Latitude Business Park, TTM 37608 and PP2019-0001**
Site Acreage: **75 (18.5 in Criteria Area)**
Portion of Site Proposed for MSHCP Conservation Area: **0**

Criteria Consistency Review

Consistency Conclusion: The project is consistent with both the Criteria and Other Plan requirements.

Data:

Applicable Core/Linkage: Extension of Existing Core 2
Area Plan: Temescal Canyon

APN	Sub-Unit	Cell Group	Cell
279-231-004	SU3- Temescal Wash West	Cell Group C	2400
279-140-015 279-140-017 279-140-016 279-140-014 279-134-004 279-134-003 279-134-002 279-123-003 279-123-002 279-123-001 279-134-001 279-122-001 279-122-002 279-122-004 279-122-003 279-121-006 279-121-005 279-121-004 279-125-003 279-125-001 279-125-002 279-125-004	NA	Not in a Cell Group	Not in Cells

Criteria and Project Information

Criteria Comments:

a. As stated in Section 3.2.3 of the MSHCP, "Proposed Extension of Existing Core 2 (Lake Mathews/Estelle Mountain Extension) consists of private lands located in the western region of the Plan Area. This extension is contiguous with Existing Core C (Lake Mathews/Estelle Mountain) along the length of its eastern border and serves to extend the Habitat in the Lake Mathews/Estelle Mountain area and smooth out edges along the border of this Core. Proposed Extension of Existing Core 2 is also connected to Proposed Constrained Linkage 4 (North Temescal Wash) in the north; and Proposed Linkage 1 and Proposed Constrained Linkages 3, 5 (Horsethief Canyon), and 6 (Temescal Wash south) in the south. The extension provides Habitat for species as listed in the table below, and also provides for movement of species. The Lake Mathews/Estelle Mountain Extension supports populations of coastal California gnatcatcher; thus high quality, connected Habitat must be maintained in this area which is surrounded by city (Corona) and community Development planned land uses. In addition, the proposed Hemet to Corona/Lake Elsinore CETAP Corridor Alternative 1B intersects the extension and may contribute to Edge Effects, if chosen. Guidelines Pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators are presented in *Section 6.1* of this document."

b. A portion of the project site, approximately 18.5 acres is located within Cell 2400, which is part of Cell Group C. As stated in Section 3.3.3 of the MSHCP, "Conservation within this Cell Group will contribute to assembly of Proposed Extension of Existing Core 2. Conservation within this Cell Group will focus on coastal sage scrub, grassland, and riparian scrub, woodland, forest associated with Temescal Wash. Areas conserved within this Cell Group will be connected to uplands and wetlands proposed for conservation in Cells #2304, #2306, #2307, and #2308 to the north, and Cell Group D to the south. Conservation within this Cell Group will range from 55%–65% of the Cell Group focusing on the central and eastern portions of the Cell Group."

c. Rough Step: The proposed project is within Rough Step Unit 7. As stated in Section 3 of the MSHCP 2018 Annual Report, "Rough Step Unit 7 encompasses 130,824 acres within the central northwestern corner of western Riverside County (see Figure 3-8, Rough Step Unit #7). This Rough Step Unit includes Lake Matthews, Estelle Mountain, Motte Rimrock Preserve, and upland habitats in the Gavilan Hills and Harford Springs Park. This Rough Step Unit also includes portions of the cities of Corona, Riverside, and Perris. This unit is bound by State Route 91 to the north, Interstate 215 to the east, and the Santa Ana Mountains to west. Within Rough Step Unit 7, there are 26,775 acres within the Criteria Area. Key vegetation communities within Rough Step Unit 7 include: coastal sage scrub, grasslands, woodlands and forests, riparian scrub, woodland, forest, and Riversidean alluvial fan sage scrub. Rough Step acreage goals are provided for each of these habitat types. Table 3-13, Rough Step Unit 7 Acreage Totals, also includes acres conserved for habitats for which Rough Step acreage goals do not exist. A

total of 2,688 acres of conservation has been acquired or conserved within this Rough Step Unit. Losses to this unit total 1,359 acres, with remaining development allowance as followed: 122 acres of coastal sage scrub, 282 acres of grasslands, 4 acres of riparian, woodland, forest, and 27 acres of woodlands and forests. The Riversidean alluvial fan sage scrub vegetation category is out of step by 8 acres. This vegetation community fell out of Rough Step in 2015 and each year since, incremental improvements have occurred to bring it back into balance. In 2017, it was out of balance by 9 acres." The proposed project will impact approximately 18.5 acres of developed or disturbed land. Based on the above discussion the project does not conflict with Rough Step.

d. Project information was provided by the Permittee included the Biological Technical Report and MSHCP Consistency Analysis, (October 28, 2019; revised December 6, 2019) prepared by ECORP Consulting, Inc. (ECORP), and JPR Joint Project Review Application (October 3, 2019) prepared by the City of Corona.

   The proposed project consists of the construction of 15 industrial facilities ranging in size from 18,262 square feet (sq. ft.) to 253,798 sq. ft., and associated parking lot. No offsite improvements are planned for the project. The proposed project will develop the entire 75-acre site, with the exception of a 1.7-acre conservation easement, and an approximately 1-acre native plant setback along the southern border of the project site. The purpose of the native plant setback is to create a buffer between the project and Joseph Canyon Wash. The project site is located in the City of Corona, north of Tom Barnes Street, and west of Temescal Canyon Road. Historically the project site was utilized as an aggregate mining facility and underwent mine reclamation during the 1990s. The project site ranges from 836 feet to 948 feet above mean sea level. Soils on the site consist of Altamont Clay, Arbuckle Loam, Cieneba Rocky Sandy Loam, Cortina Gravelly Coarse Sandy Loam, Garretson Very Fine Sandy Loam, Temescal Rocky Loam, Terrace Escarpments, and Vallecitos Loam. Vegetation communities on the site consist of non-native grassland, with some riversidian sage scrub along its western border. Joseph Canyon Wash supports riparian woodland communities. As stated above, the wash will not be impacted by the proposed development and is in the 1.7-acre conservation easement.

e. Reserve Assembly: A portion of the project site, approximately 18.5 acres is located within Cell 2400, which is part of Cell Group C. Conservation within Cell Group C will focus on coastal sage scrub, grassland, riparian scrub, woodland, and forest associated with Temescal Wash, within the central and eastern portion of the Cell Group. Within the 932-acre Cell Group C, approximately 559 acres are described for conservation. To date, approximately 468 acres have been developed or are approved for development in this Cell Group and there are 66 acres of covered roads. Approximately 18.5 acres of the project site falls within Cell Group C. There are 250 acres in this Cell that have been conserved. This leaves approximately 145 acres of undeveloped lands potentially available for Conservation. Based on this information, the project as proposed does not conflict with the Reserve Assembly goals of the MSHCP, nor would it cause issues related to fragmentation for Planning Species such as Cooper's hawk, Least Bell's Vireo, Coastal California Gnatcatcher, Bobcat, Mountain Lion, and Smooth Tarplant. The proposed project is consistent with MSHCP Reserve Assembly.

Other Plan Requirements

Data:

Section 6.1.2 – Was Riparian/Riverine/Vernal Pool Mapping or Information Provided?

Yes There are riparian/riverine areas on the project site, including within the approximately 18.5 acres that fall within Cell Group C. However, all riparian/riverine resources will be avoided. There are no vernal pools on the project site, and soils and topography are not suitable for fairy shrimp.

Section 6.1.3 – Was Narrow Endemic Plant Species Survey Information Provided?

Yes. The project site is not located within a Narrow Endemic Plant Species Survey Area (NEPSSA)

Section 6.3.2 – Was Additional Survey Information Provided?

Yes. The project site is not located within Criteria Area Species Survey Area (CASSA) for plant species. The project is located in an Additional Survey Needs and Procedures Area for burrowing owl.

Section 6.1.4 – Was Information Pertaining to Urban/Wildland Interface Guidelines Provided?

Yes. The property is not adjacent to existing or proposed MSHCP conservation. However, due to the project's proximity to Extension of Existing Core 2, and the downstream connection to Temescal Canyon, Urban Wildlands Interface Guidelines are applicable.

Comments on Other Plan Requirements:

a. **Section 6.1.2.** The project site was evaluated for riparian/riverine areas on May 1, 2019 by ECORP. Joseph Canyon Wash occurs along the southern border of the project site. The portion of the wash within the project boundary is approximate 1.77 acres. The wash is approximately 20 feet wide by 2,100 feet long. Approximately 0.8 acre of Joseph Canyon Wash falls within MSHCP Criteria Area. The project will avoid all impacts to riparian/riverine resources. All riparian/riverine resources will be placed in a conservation easement. Additionally, an approximately 1 acre native plant setback, between the proposed project and Joseph Canyon Wash, will be avoided.

   Vernal Pools/Fairy Shrimp: The project site lacks the appropriate soil and vegetation for vernal pools. No hydric soils were detected, and no ponding or depressions that would hold water for an extended period of time were detected on site. Due to the lack of suitable vernal pool and/or fairy shrimp habitat, focused surveys for fairy shrimp were not conducted for this project.

   Riparian Birds: Suitable habitat for riparian birds occurs on the project site within Joseph Canyon Wash. All suitable habitat will be avoided and placed under a conservation easement. Additionally, a native plant buffer will occur between the project and the riparian area. All ground disturbance activities shall be

conducted during the non-breeding season for birds (approximately September 1 through January 31). If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. Additionally, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys will be completed prior to any such activities, in order to rule out the presence of least Bell's vireo.

Based on the information provided by ECORP, the project demonstrates consistency with Section 6.1.2 of the MSHCP.

b. **Section 6.1.3**: The project site is not located within a Narrow Endemic Plant Species Survey Area (NEPSSA).

Based on the information provided by ECORP, the project demonstrates consistency with Section 6.1.3 of the MSHCP.

c. **Section 6.3.2**: The project site is not located within Criteria Area Species Survey Area (CASSA) for plant species

The project site is located within an Additional Survey Needs and Procedures Area for Burrowing Owl. A habitat suitability survey (Step I) was completed on May 1, 2019 by ECORP. The habitat suitability survey for Burrowing Owl included the project site and a 500-foot buffer. No small mammal burrows with openings greater than 4 inches were found on the site, as were no rock outcroppings, or man-made features that could provide burrow habitat. No Burrowing Owls or their sign (white wash, feathers, pellets, etc.) were observed during the surveys within the study area. Burrowing owl are considered absent from the study area.

Based on the information provided by ECORP, the project demonstrates consistency with Section 6.3.2 of the MSHCP.

d. **Section 6.1.4**: To preserve the integrity of areas adjacent to the project site which will be in an conservation easement, the guidelines contained in Section 6.1.4 related to controlling adverse effects for development adjacent to the MSHCP Conservation Area should be considered by the Permittee in their actions relative to the Project. Specifically, the Permittee should include the following measures as Project conditions of approval:

   i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows.

ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. The proposed project will prepare a Storm water Pollution Prevention Plan (SWPPP) that will mitigate impacts from any discharge during construction or post-construction. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows.

iii. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting.

iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.

v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.

vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

vii. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

viii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.

Based on the information provided by ECORP, the Project demonstrates consistency with Section 6.1.4 of the MSHCP.

e. **MSHCP Volume I, Appendix C**: The following best management practices (BMPs), as applicable, shall be implemented for the duration of construction:

i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species

of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

ii. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

v. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

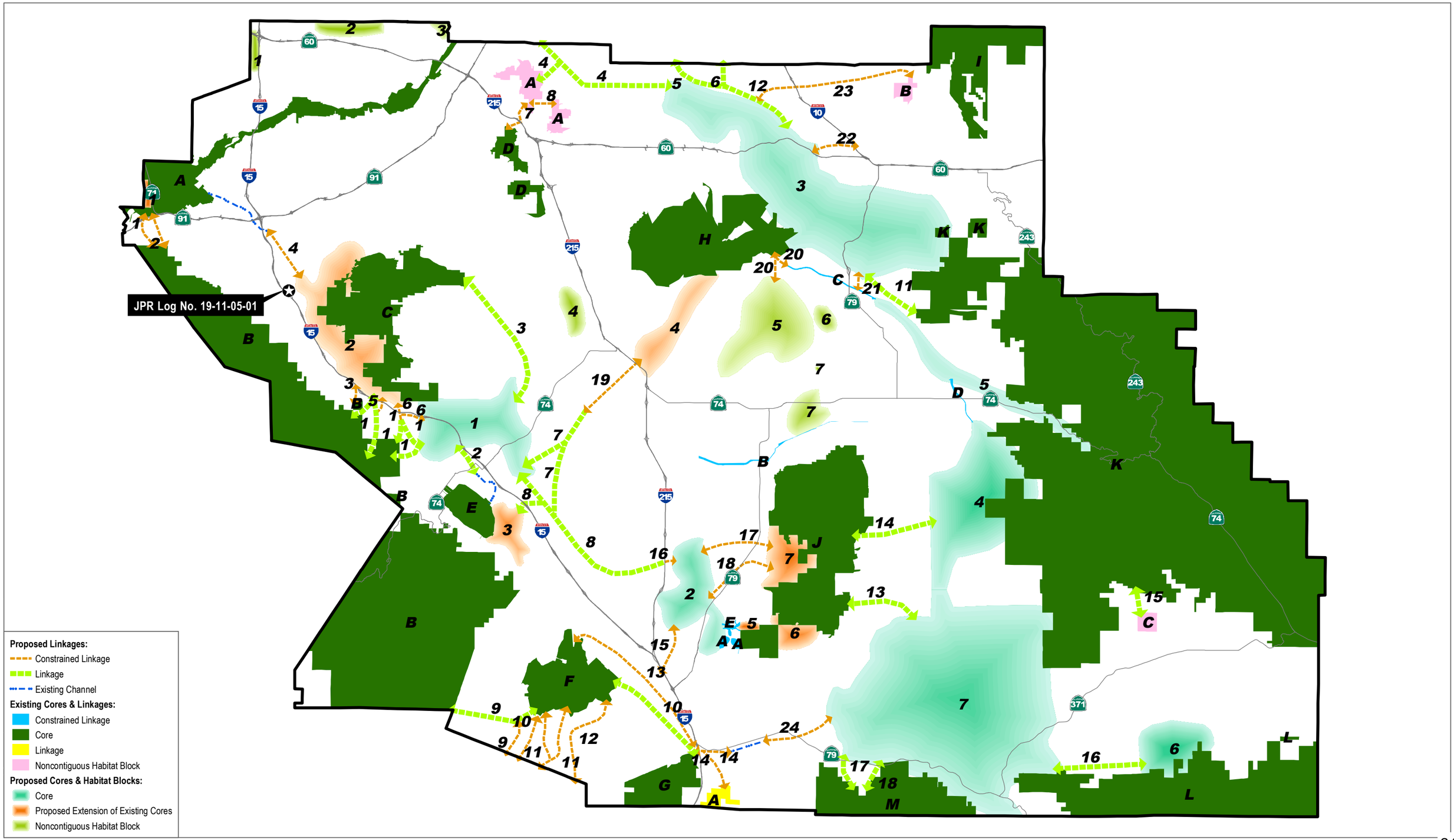
xii. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.

BD



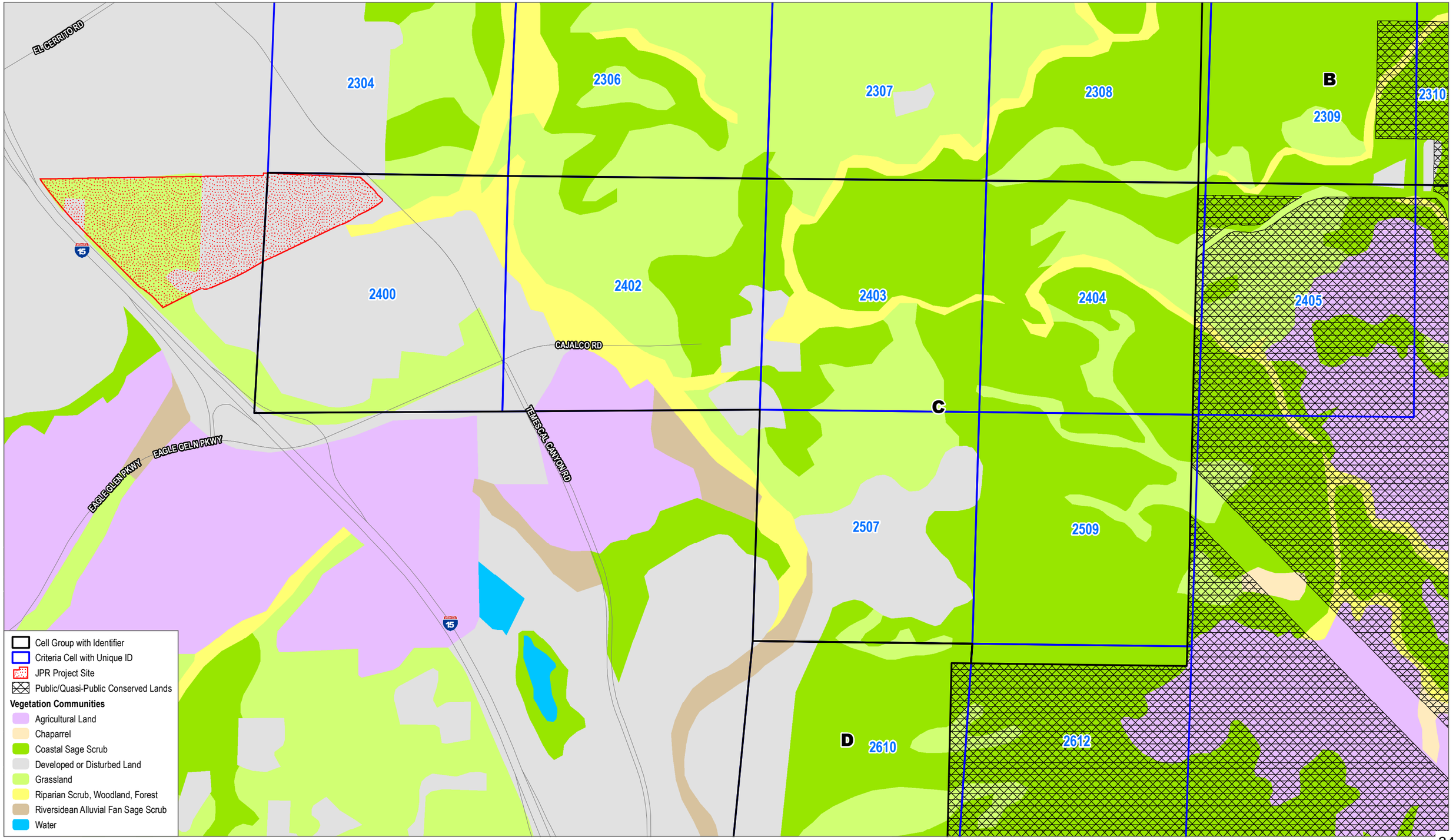
SOURCE: Western Riverside County Regional Conservation Authority 2018; County of Riverside 2019

DUDEK

0 2.5 5 Miles

EXHIBIT A

JPR Log No. 19-11-05-01 - Vicinity Map with MSHCP Schematic Cores and Linkages



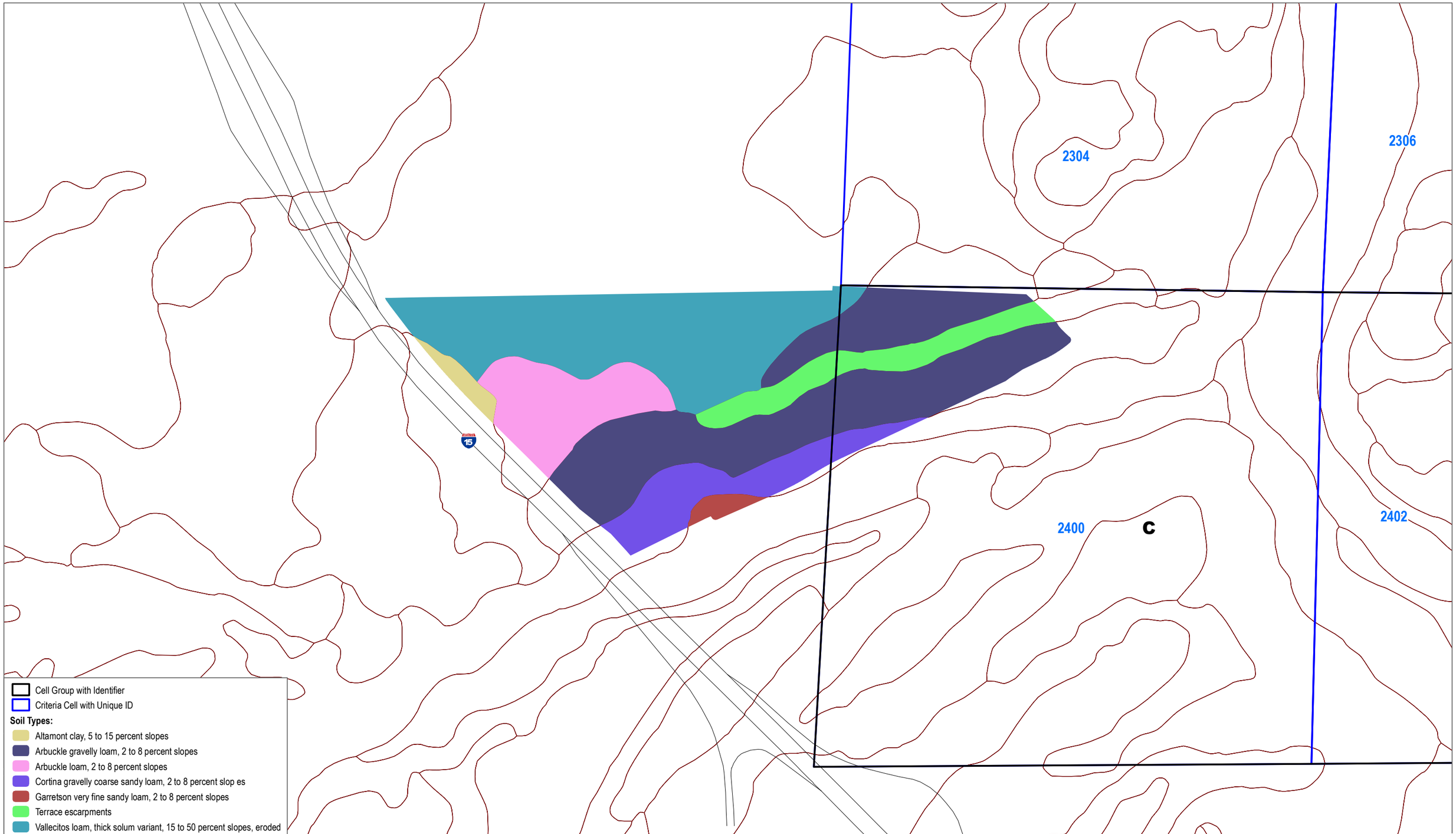
SOURCE: County of Riverside 2019

DUDEK

0 500 1,000 Feet

EXHIBIT B

JPR Log No. 19-11-05-01 - Criteria Area Cells with Riverside County Vegetation and Project Location



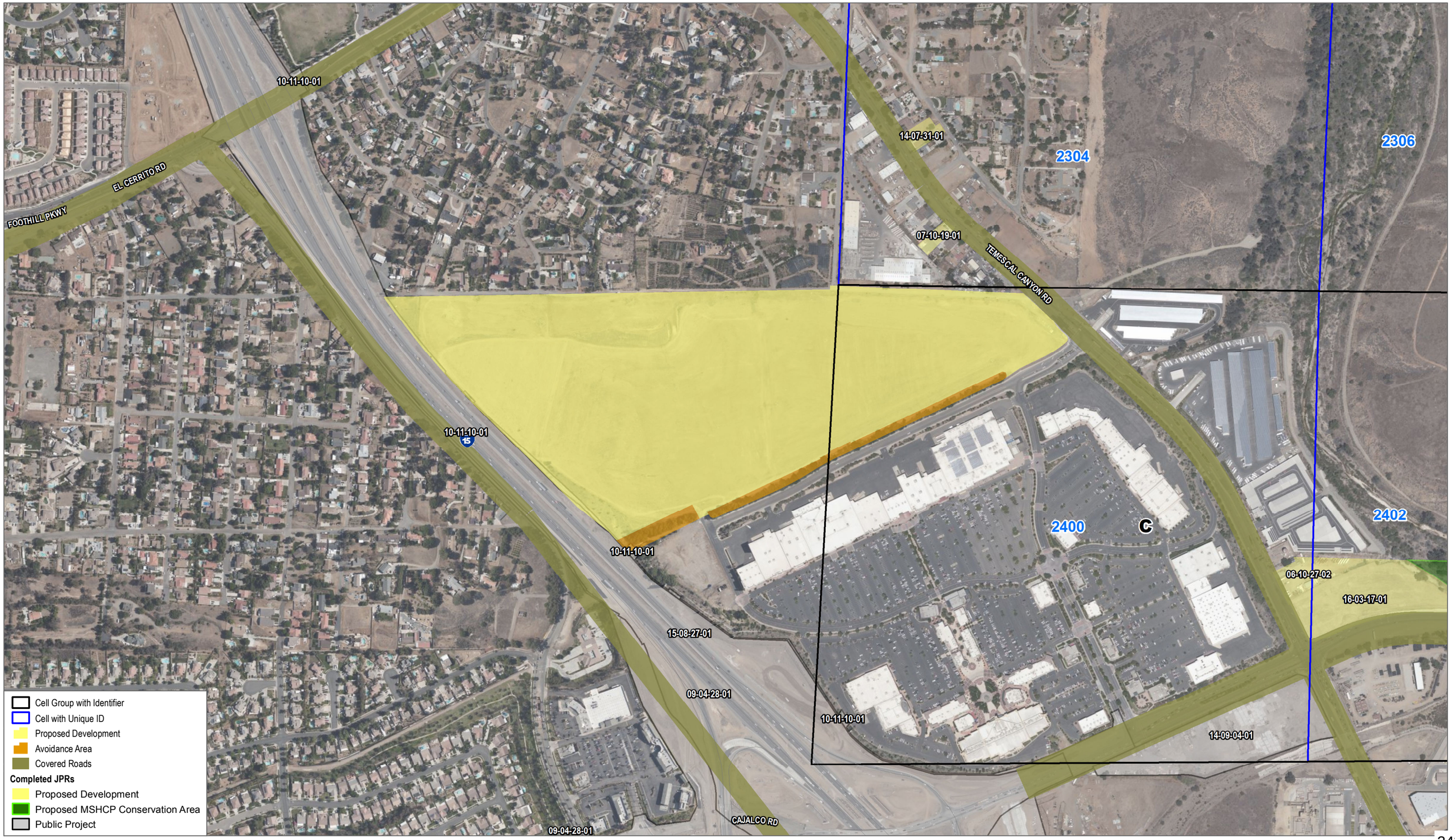
SOURCE: USDA/NRCS Soils 2017; County of Riverside 2019

DUDEK

0 250 500 Feet

EXHIBIT C

JPR Log No. 19-11-05-01 - Criteria Area Cells with MSHCP Soils and Project Location



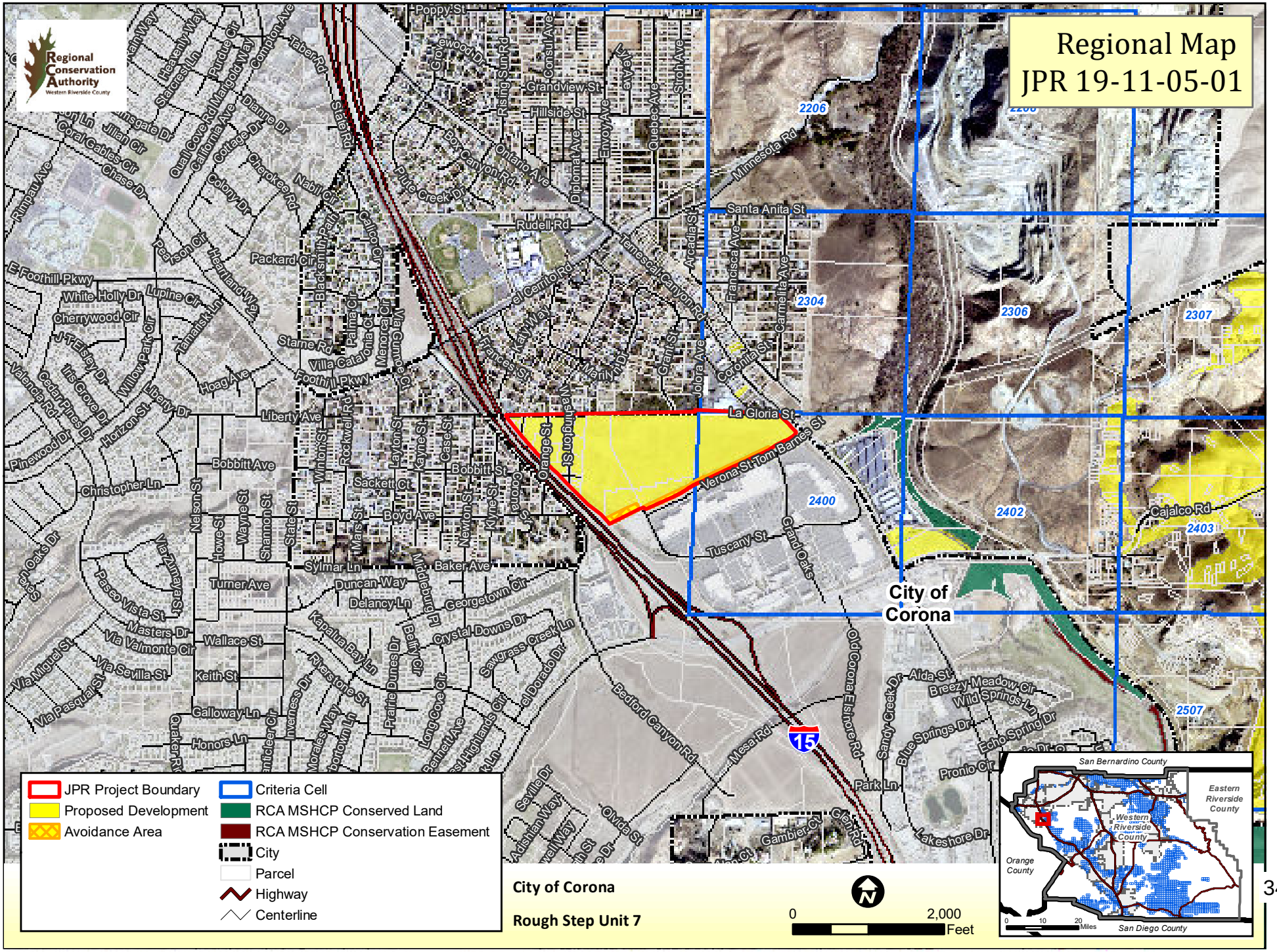
SOURCE: County of Riverside 2019; Bing Maps 2019

DUDEK

0 250 500 Feet

EXHIBIT D

JPR Log No. 19-11-05-01 - Conservation and Avoidance Areas


Regional Map
JPR 19-11-05-01
Regional Conservation Authority
Western Riverside County
City of Corona
JPR Project Boundary
Proposed Development
Avoidance Area
Criteria Cell
RCA MSHCP Conserved Land
RCA MSHCP Conservation Easement
City
Parcel
Highway
Centerline
City of Corona
Rough Step Unit 7
0
2,000
Feet
San Bernardino County
Eastern Riverside County
Western Riverside County
Orange County
San Diego County
Miles

11/12/2019

Mary and Gary Gehley
7650 Liberty Ave.
Corona CA 92881

January 22, 2020

RE: Project located at Tom Barnes St. and Temescal Canyon Rd referred to as: PM37608 & PP2019-0001
Applicant Patrick Tritz, Latitude Business Park, LLC

Planner: Sandra Yang

We have lived at our current residence since 1973, so have seen many changes to the area over the years. Our rural home is now surrounded by city and we miss the peace and quiet we once enjoyed. Wisdom dictates that change is inevitable, therefore we know we must adapt. However, we have some serious concerns regarding this particular project.

Latitude Business Park, directly across our street, will have a huge impact to our home. We certainly hope that the owners of this new business park will be good neighbors by hearing and responding to our concerns.

This project will have a tremendous negative impact to us in several ways.

1- Visual: Rather than overlooking pastoral open space, we will now have a view of industrial buildings, rooftops with large HVAC units, cars, trucks, garbage dumpsters, etc.
2- Noise: Noise levels will increase due to manufacturing/industrial activities, HVAC systems (some less than 250 feet from our residence), large truck engine noise associated with warehouses and industrial activities, frequent garbage truck traffic, car traffic due to workers and customers coming and going.
3- Emissions: Increased traffic, particularly large trucks, mean increased levels of dangerous emissions. In addition, we have no idea what type of industry will taking place in these various buildings, so have concerns about whatever byproduct emissions these would create.
4- Lighting: While we understand that lights will be hooded and projected downward, there will still be a substantial amount of light pollution from the lights themselves as well as reflected light and glare. There will also be light impacts from the large numbers of vehicles coming and going.
5- Property value: All these negative impacts will significantly reduce our property value along with our current quality of life.

We understand that some mitigation efforts are included in the proposed plans. We especially appreciate the extensive landscaping, including trees, which is planned for the northern border to provide a visual buffer. We will expect that the project will be completed in the manner shown, with several rows of trees along the property line. There is no indication what type of fencing is planned along Liberty Ave. We would strongly urge that a block wall fence be erected in order to mitigate the noise issues. The current chain fence will do nothing to block sound, and the barbed wire topping is simply horrible. It is highly incompatible and nonconforming to a residential area. It looks as if we are bordering a prison, not a modern business park.

Thank you for the opportunity to express our concerns.

Mary / Gary Gehley

Mary and Gary Gehley

EXHIBIT F1

Jennifer Napoli HERNANDEZ

7750 LIBERTY AVE

CORONA CA 92881

951-563-8605

TO: Planning Commission of City of Corona,

Patty Romo: Transportation Department County of Riverside

Wendell Bugtai: Land use Policy Advisor

Regarding: Rexco Development

I have several concerns in regards to my neighborhood and the new development that is going in across the street from my home.

Unsafe road conditions in all of the El Cerrito area between, El Cerrito and Cajalco on Temescal, these roads are currently unsafe and have a high volume of industrial trucks on these roads and traffic is terribly on Ontario through Temescal and to Cajalco, with the industrial development this is gonna be a terrible problem for residents, with the increase of trucks coming and going.

Liberty Ave has no outlet on either side, which in the event of emergency it could be impossible for the residents to get out.

We have Southern California Edision, the old electrical in our area is a hazard, constant power outages in this area due to winds and the tress, we need them to upgrade and take care of the problems that cause us to have to many power outages I feel this is a fire hazard as well..

The traffic noise is already a problem and I think with new development will get worse, I have double panned windows and I can still hear freeway noise.

Liberty Ave needs to be Paved, Riverside County received funds to do so many years ago and it still to this day has not been completed.

Many years ago residents in this area had serious foundation issues when the dirt in the proposed land was dug up/ not sure I was not here at the time this accured, Would like reassurance that the current developer look into that issue and offer the residents some assurance he is aware of the situation and what steps they are taking to reassure the residents if any problems occur regarding possible shifting in the land

I truly feel the County does the bare minimum for the El Cerrito area, If you just drive around and look it is clear that this area is neglected, in many ways.

Sincerely

Jennifer Napoli Hernandez

EXHIBIT F2

RECEIVED
FEB 05 2020
Community Development Dept

Feb. 3, 2020

Karola Bush

19997 Washington St.

Corona, CA 92881

951-533-6627

TO: Planning Commission of the City of Corona

RE: Rexco Development

I am writing as a resident, of 40 years, within 500 feet of the proposed project site.

These are my concerns:

- Rush hour traffic jams from I-15 & 91 to Weir Canyon Rd.
- Dangerous traffic on Temescal Canyon Road.
- Minnesota Mining Prop 65 pollution warnings.
- Lack of open green space for people to walk or enjoy nature.
- Traffic noise levels drowning out all the sounds of nature.
- No sidewalks
- All the septic tanks, no sewer.
- Summer heat levels rising due to the massive amounts of concrete and black top.
- Old, dangerous above ground utilities.
- New businesses coming in the same hodge-podge planning as the old ones, only bigger.

Now Rexco wants to develop a business park in the heart of this over built mismanaged area. This property has been used as a helipad for emergencies. In the springtime it is home to a beautiful field of lupine.

We can't afford more traffic, pollution, and hotter temperatures. According to the EJScreen Report (Version 2019) in a mile ring around the intersection of my home all pollution indexes are 10% higher than the rest of CA.

The applicant shows landscaping plans with trees along steep slopes. This will require extensive grading. And the applicants large trees will block the views of the city nightlights, mountains, and Temescal Valley. Losing these views will bring down the value of our real estate.

The applicant wants security lighting, light pollution to those who are now enjoying dark skies at night. The applicant wants warehouses. I don't want to live in an industrial area with big trucks delivering goods at all hours of the day. Truck drivers wait in their rigs for the warehouses to open, often with

EXHIBIT F3

noisy refrigerators idling. We already have many lost drivers in our residential neighborhood. The truck drivers will add to the problem.

The homeless will be attracted to this business park. The flat rooftops of the warehouses will hold unsightly air conditioners just like the apartments on Weir Canyon Road and I-15.

Our neighborhood has endured earth moving since Pacific Clay was there. The excavation caused dirt; dust; noise; and pollution from the large silica sand mining operation. The operators of this business dug 1,450 feet into the earth! We had to take legal action to stop the damage to our homes. When it was finally stopped, this gigantic hole was quickly reclaimed. Whatever gets built on it now will have problems.

We have been here a long time. We don't want to live in an industrial park.

Sincerely,

Karola Bush

Karola Bush

MarWest
COMMERCIAL

February 3, 2020

Ms. Joanne Coletta
Community Development Director
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

RE: Latitude Business Park

Dear Ms. Coletta,

I am writing on behalf of Dos Lagos Owners' Association in support of Latitude Business Park. I have examined the plans and know this site well. I believe this will be a great asset to the Dos Lagos community, as well as the city of Corona.

This project will generate much needed business for the shops and restaurants in the area and well as the benefit of providing jobs to the area residents.

The proposed Latitude project was formerly a site of mining operations, similar to the previous use of the Dos Lagos site. It is refreshing to know that these types of sites can ultimately serve a greater purpose.

In conclusion, we adamantly support the Latitude Business Park.

Regards,

Nancy Manion
As Managing Agent for the Dos Lagos Commercial Maintenance Corporation Association/ Property Manager

Mailing Address: P.O. Box 52798 • Irvine, CA 92619
15241 Laguna Canyon Rd. • Irvine, CA 92618 • 949.448.6300 • Fax 949.448.6500 • www.Mar

EXHIBIT F4

Golden State Environmental Justice Alliance
Green Jobs & Clean Communities
P.O. Box 79222
Corona, CA 92877

January 29, 2020

VIA E-MAIL

Joanne Coletta, Community Development Director
City of Corona Community Development Department
400 South Vicentia Avenue
Corona, California 92882
Joanne.Coletta@CoronaCA.gov

SUBJECT: COMMENTS ON LATITUDE BUSINESS PARK MND (SCH NO. 2020019017)

To whom it may concern:

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed Latitude Business Park Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

EXHIBIT G

Project Description

The project proposes the development of 15 buildings totaling 1,074,771 square feet (sf) of floor area that will be used for industrial park, light industrial, manufacturing and warehouse with ancillary offices on a 75 acre site. The square footages based on building use are as follows:

Warehouse: 535,205 sf & Manufacturing: 159,744 sf
Buildings 1, 2, 9, 10, 11 & 12

Industrial Park: 174,055 sf
Buildings 3, 4, 5, 6, 7 & 8

Light Industrial: 205,767 sf
Buildings 13, 14 & 15

The proposed project also includes a total of 137 truck loading dock doors (including 32 drive through loading doors), 2,171 passenger vehicle parking spaces, 76 truck/trailer parking spaces, and landscaping improvements.

It must be noted that the MND does not provide a Site Plan that includes meaningful information, such as a breakdown of total building square footage, parking, and other related development standards. Only the Supplemental Traffic Analysis (STA) includes a Site Plan with this information. Burying this information in the technical appendices is in violation of CEQA's requirements for meaningful disclosure (CEQA § 21003(b)). An EIR must be prepared which includes a Site Plan that provides meaningful information that is necessary for project analysis, including a breakdown of total building square footage, parking, and other related development standards.

The MND and STA Site Plan are also inconsistent. For example, the MND states the project proposes 535,205 sf of warehousing while the STA Site Plan depicts 695,978 sf of warehousing. The MND states the project proposes 159,744 sf of manufacturing while the STA Site Plan depicts 255,805 sf of warehousing. The MND is inconsistent and unreliable as an informational document. A project EIR must be prepared which is internally consistent and provides accurate square footage of each proposed use. The square footage of each proposed use must be utilized consistently throughout all portions and topics of environmental analysis.

2. Population and Housing

The MND concludes that the project would not induce substantial population growth in the city because the project would "increase the city's service population, but not the city's overall residential population" without providing employment generation estimates or any supporting evidence for this conclusion. Even though the Corona General Plan does not include employment generation estimates by land use or a square feet per employee factor, Appendix E - *Socioeconomic Build-out Projections Assumptions & Methodology*[1] of the Riverside County General Plan includes the following employment generation ratios:

Light Industrial: 1 employee per 1,030 square feet
Business Park: 1 employee per 600 square feet

Classifying the proposed project into the Appendix E categories provides the following employment generation estimate:

Business Park
Industrial Park (174,055 square feet/600) = 291 employees

Light Industrial
Light Industrial (205,767 square feet/1,030) = 200 employees
Warehouse (535,205 square feet/1,030) = 520 employees
Manufacturing (159,744 square feet/1,030) = 156 employees

Utilizing the Riverside County General Plan ratios, the proposed project will generate 1,167 employees. The MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. In order to comply with CEQA's requirements for meaningful disclosure, a project EIR must be prepared which provides an accurate estimate of employees generated by all uses of the proposed project according to the Riverside County General Plan employment generation ratios or a project specific employment generation study. It must also provide demographic and geographic information on the location of qualified workers to fill these employment positions.

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[1] Appendix E https://planning.rctlma.org/Portals/0/genplan/general_plan_2013/4%20Technical%20appendices/App_E_Methodology_Adopted_Final.pdf

3. Geologic Problems

The Site Description of the MND states that previous grading left the site with "2:1 (h:v) cut and fill slopes" and the site will be graded to develop the proposed project to achieve "manufactured cut slopes at a ratio of 1.5:1." The Land Use and Planning Analysis also states that the northern area of the property has the greatest difference in elevation and will "include an inward facing manufactured slope covered with landscaping," indicating that cut and/or fill will be required to achieve this manufactured slope. The MND also states that the project grading will involve "735,000 cubic yards of cut and 673,000 cubic yards of fill." The Site Description also states that the grading will balance onsite, but does not provide any supporting evidence to demonstrate that 735,000 cubic yards of cut and 673,000 cubic yards of fill will balance even though there will be a minimum 62,000 cubic yard surplus of soil based on the provided information. The MND does not indicate if the reduced 0.5 cut ratio described was included for analysis, whether as part of the 62,000 cubic yard surplus or otherwise. Further, there is no mechanism for public verification of conclusions made by the MND, such as a grading plan. A project EIR must be prepared to provide supporting evidence to demonstrate how project grading will balance onsite, including a grading plan, in order to adequately and accurately analyze all potentially significant environmental impacts.

5. Air Quality

The CalEEMod output sheets do not accurately model the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse. No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing. Additionally, the CalEEMod output sheets do not model any of the proposed warehouse space as refrigerated/cold storage. At least 50% of the proposed warehouse space must be modeled as refrigerated/cold storage, which is especially necessary as the Noise Analysis states that trucks utilizing the project site will "consist of regular trucks and refrigerated trucks." An EIR must be prepared which models the at least 50% of the proposed warehouse space as refrigerated warehouse in order to present an accurate analysis of the project's potentially significant Air Quality, Energy, and Greenhouse Gas impacts.

The CalEEMod output sheets further misrepresent the project because the analysis is inconsistent with the Project Description. The Project Description states that construction will occur in two phases. Phase 1 will construct 752,889 sf of buildings in the central/east area of the site and Phase 2 will construct 321,882 sf of buildings on the west side of the site. The CalEEMod output sheets only modeled project construction as one phase, which does not capture the potentially significant air quality impacts resulting from overlap of Phase 1 operations and Phase

2 construction. Further, the CalEEMod output sheets indicate that the vendor trip length is 6.90 miles for all phases of construction. The EIR does not provide information regarding where the construction materials are coming from or if they are all coming from the same location during all phases. The MND is inadequate and unreliable as an informational document and a project EIR must be prepared which includes a revised Air Quality Analysis (AQA) to present an accurate analysis of the potentially significant impacts.

Additionally, none of the proposed 2,171 passenger vehicle parking spaces and 76 truck parking spaces (2,247 total) are modeled for analysis. Surface parking lots are defined as an individual land use in the CalEEEMod User Guide and must be entered into the analysis. The MND does not include a meaningful site plan which includes the total number of parking stalls. Only the Supplemental Traffic Analysis Memo provides a detailed site plan that includes a breakdown of total building square footage, parking, and other related development standards. An EIR must be prepared which includes a Site Plan that provides meaningful information, such as the total number of parking spaces provided at the project site. The 2,247 total passenger vehicle and truck parking spaces must be included in the CalEEMod analysis as a Surface Parking Lot.

Corona Municipal Code Section 17.84.040 permits construction activity between the hours of 7:00 A.M. - 8:00 P.M. Monday through Saturday and 10:00 A.M. - 6:00 P.M. on Sundays/federal holidays. The MND does not provide a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 13 hours on weekdays and Saturday plus 8 hours on Sunday. It is legal for construction to occur for much longer hours and more days (7 days per week including Saturday and Sunday, 365 days per year) than modeled in the AQA. The Air Quality modeling must be revised to account for these legally possible longer construction days and increased number of construction days.

Additionally, the LST analysis includes modeling of four sensitive receptors "at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles." There is no other information given regarding the exact location of the sensitive receptors or the distance from the project site utilized for modeling and analysis. The nearest residences are located across Liberty Ave., which are approximately 25 feet from the site and must be modeled at this distance for analysis. Further, the MND does not indicate that any schoolchild or worker modeling was including for analysis, which is vital since El Cerrito Middle School is approximately 1,600 feet from the project site and businesses are also located approximately 25 feet from the project site across Liberty Ave. and approximately 93 feet from the project site across Tom Barnes St. A

project EIR must be prepared to includes this analysis in order to provide an accurate analysis of all potentially significant environmental impacts.

The MND only discusses odors related to construction and does not provide any analysis of potentially offensive odors generated with project operations. The MND concludes that construction odors are "short term" and therefore not considered an impact, but does not include a CEQA exemption or reference for this conclusion. Additionally, uses that are permitted by right at the project site include facilities that may result in objectionable odors, such as food processing, fiberglass and acid manufacturing, and rubber reclaiming. The MND is inadequate and avoids discussion regarding the potentially objectionable operational odors by not disclosing the types of uses that may operate at the property. A project EIR must be prepared to include analysis of operational odors with a use analysis that includes all types of permitted uses at the project site, including those that emit objectionable odors.

The MND includes Mitigation Measure (MM) 5-1 which states:

MM 5-1: The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.

However, MM 5-1 is unenforceable as there is no enforcement entity, field verification, or lead agency oversight component. An EIR must be prepared with revised Mitigation Measures to include consistent and timely verification of compliance by the lead agency throughout the duration of project construction in order to comply with CEQA § 15126.4 (a)(2).

6. Transportation/Traffic

Table 5-1 Project Trip Generation Rates and Forecast of the Traffic Appendix does not accurately reflect the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse. No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing. A project EIR must be prepared which includes a trip generation analysis that accurately reflects the proposed project.

Additionally, the Study Area must be expanded to include the following traffic facilities:

Freeway Merge/Diverge
I-15 at CA-91
I-15 at I-210

I-15 at I-10
I-15 at CA-60

This is especially vital for analysis since the I-15 provides direct access to the project site from the Southern California Logistics Airport and the CA-91 provides direct access from the Ports of Long Beach and Los Angeles.

The MND includes the following mitigation measures to reduce traffic impacts:

MM 6-2: Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of TTM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.

MM 6-5: Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-6: Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-7: Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

The assessment of fees here is not adequate mitigation as there is no evidence mitigation will actually result (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.).. An assessment of fees is appropriate when linked to a specific mitigation program, which the MND has not identified. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our*

Peninsula Comm. v. Monterey County Bd. Of Supers. (2001) 87 Cal.App.4th 99, 141.). The lead agency is unable to ensure that the fair share fees will be utilized to construct the improvements identified in MM 6-2, MM 6-5, MM 6-6 and MM 6-7. An EIR must be prepared for the project, including meaningful analysis regarding the traffic impacts if MM 6-2, MM 6-5, MM 6-6 and MM 6-7 are not constructed. The proposed mitigation measures represents uncertain mitigation and is improperly deferred in violation of CEQA. In order to reasonably achieve mitigation, the improvements could be required to be constructed by the project applicant prior to building occupancy.

10. Noise

The MND is erroneous in stating that the site "will be mass graded in one phase." The project description states that the project will be developed in two phases. A project EIR must be prepared which analyzes a worst-case scenario consistent with the project description - Phase 1 of the site will be graded, then constructed, and become operational while Phase 2 of the site is graded and then constructed.

The MND and Noise Analysis do not include any on-site noise measurements to establish baseline noise levels at the project site or nearby residences. The MND is not an adequate informational document and a project EIR must be prepared to establish baseline noise levels for the project site, nearby residences, and El Cerrito Middle School in order to provide an accurate and adequate analysis of all potentially significant noise impacts generated by the proposed project.

The MND concludes that because "construction noise is of short-term duration" it "will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City." The MND and Noise Analysis do not provide any meaningful analysis, quantified estimates, or supporting evidence to support the conclusion that construction noise impacts will be less than significant. An EIR must be prepared which includes a project specific technical Noise Analysis for construction of the proposed project.

Although the MND does not quantify any of the potentially significant construction noise impacts, it includes the following mitigation measures to "reduce the impact to less than significant."

MM 10-1: The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site.

MM 10-2: The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.

It must be noted that these mitigation measures do not present any quantifiable reduction in noise impacts to nearby sensitive receptors, including the residences immediately to the north of the project site. Further, MM 10-1 and MM 10-2 are unenforceable as there is no enforcement entity, field verification, or lead agency oversight component. For example, the construction notification can be revised to include a direct mailing to the residents within 1,000 feet of the project and El Cerrito Middle School. The letter should include a lead agency contact person to report violations. An EIR must be prepared with revised Mitigation Measures to include consistent and timely verification of compliance by the Lead Agency throughout the duration of project construction in order to comply with CEQA § 15126.4 (a)(2).

The following mitigation measure is also included to reduce operational noise impacts:

MM 10-3: Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.

Again, the MND does not quantify the noise reduction achieved by this mitigation measure to determine if it will actually result in less than significant impacts. The mitigation measure utilizes uncertain language with a goal to "minimize" equipment noise, but not specifically reduce it to a level that is less than significant.

20. Energy

The MND concludes that because the project is within "walking distance" of the Corona Cruiser Red Line, VMT would be reduced and the project would have a less than significant energy impact. The MND does not provide quantified or meaningful supporting evidence to assert this conclusion. For example, there is no exact distance given to the Red Line or an estimate of how many employees may use the service. There are no implementation plans discussed for public transit, such as employee rideshares, carpools, or advertising/incentives for employees to use the

Red Line. There is also no discussion regarding reduced truck/trailer trips to support reduction of energy consumption.

Further, the MND does not discuss the energy impacts of refrigerated trucks and refrigeration in the warehouse spaces. This is especially vital as the Noise Analysis states that refrigerated trucks will come to the project site. The Energy analysis must be revised to account for these issues as part of a project EIR.

The MND and Energy Analysis Appendix are inconsistent. The Energy Analysis Appendix utilizes uncertain language by stating that the project "will *likely* be required by the City to provide the wiring and a dedicated space(s) and for multiple electric vehicle charging stations within parking areas of the facility." Given the coordination with the lead agency required to produce a MND, it must be known whether or not this will be required and if it has potential to contribute towards the project's energy reduction capabilities. The MND does not discuss this point from the Appendix and instead states that there is "an electric vehicle charging station located adjacent to the project site within the parking lot of the shopping center near Target. Therefore, employees will have access to vehicle charging stations within walking distance to the project." The capabilities of adjacent properties cannot be utilized for energy consumption reduction of the proposed project. The proposed project must offer electric vehicle charging stations onsite in order to utilize that energy savings as a contribution towards a less than significant energy impact.

It must also be noted that the text of the MND and Energy Analysis Appendix contain a mitigation measure for project construction that is not discussed or included in the Mitigation Monitoring and Reporting Program (MMRP):

"It should be noted that fuel consumption would go up if diesel construction equipment is poorly maintained. Based on this, *the project shall properly maintain all equipment per manufacture recommendations*."

A project EIR must be prepared which includes this language as an enforceable mitigation measure with an enforcement entity, field verification, and/or lead agency oversight component.

Conclusion

For the foregoing reasons, GSEJA believes the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Sincerely,

Board of Directors
Golden State Environmental Justice Alliance

Better NEIGHBORHOODS

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January 31, 2020

Ms. Joanne Coletta
Community Development Director
City of Corona
400 South Vicentia Avenue
Corona, California 92882-2187
Email: Joanne.Coletta@CoronaCA.gov

Re: Latitude Business Park (the "Project")

Dear Ms. Coletta,

Thank-you for the opportunity to offer questions and comments regarding the Latitude Business Park (the "Project"). Better Neighborhoods is an organization established to help people have a voice in local development decisions as prominent as that of planners and developers. Our aim is to encourage smart growth consistent with the needs of the community while protecting the natural environment and places of historic and aesthetic significance, supporting California's need for affordable housing and balancing the desire for growth with the need for features that make cities livable.

We can't help but find that the City's Notice of Completion, Latitude Business Park Initial Study/Mitigated Negative Declaration, is premature. The Mitigated Negative Declaration ("MND" or "the Report") is based almost entirely on speculation. The Project Description fails to disclose the nature of intended use beyond the possibility of warehouses and "ancillary offices". The various appendices provided are similarly speculative rather than factual. This is no proper basis for CEQA analysis.

EXHIBIT H

Unless there is a good reason for secrecy, it is reasonable and feasible for the City and the Applicant to disclose how a proposed Project would be used.

How ever did Applicant arrive at the need for 15 buildings, one wonders? Such a specific number.

We don't find out until page 38 of the Report discussing water usage that "The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years," which contradicts statements in several of the appendices indicating that construction would be complete within two years. Which is correct?

This is not a massive project or one of great public import, such as an airport, for example, requiring the approval of multiple agencies. Why would this Project be 10 weary years in the making?

Is funding perhaps a problem?

What if the Project attracts no tenants? Would it be abandoned mid-construction?

Use is a crucial feature in every development application. Use very much determines the type of analysis to apply under the California Environmental Quality Act (CEQA). As tenants apply to become occupants at the Project, CEQA would almost certainly require new and updated analysis - studies based on actual fact, not notion or unexplained 'guesstimates'. Use might also prompt the need for changes to the proposed buildings. Why not wait until at least several tenancies are certain?

Or is Applicant awaiting a controversial legislative change perhaps? If so, why not say so and then apply analysis appropriate to that use?

Failing to disclose a material fact such as use fails the legal test for information sufficiency under CEQA and unlawfully projects mitigation into the future.

Project Description

The Project site is 75 acres east of Interstate 15 at the northwest corner of Tom Barns Street and Temescal Canyon Road. It is described as Precise Plan 2019-0001, though the significance of that descriptor is never explained. Applicant proposes construction of 15 buildings in an industrial park to shelter undetermined light industrial, manufacturing and warehouse uses with ancillary offices. TTM 37608 refers to the subdivision of the site into 13 lots.

The Project site is subject to restrictions under the El Cerrito Specific Plan for Light Industrial (LI). The Project would combine uses as follows: Industrial Park (174,055 square feet): Buildings 3, 4, 5, 6, 7 & 8. Light Industrial (205,767 square feet): Buildings 13, 14 & 15. Warehouse (535,205 square feet) and Manufacturing (159,744 square feet) Buildings: 1, 2, 9, 10, 11 & 12.

The Project would be developed in two phases: Phase 1 - central and eastern portions of site with 10 buildings – an estimated 752,889 square feet; Phase 2 - westerly 28 acres closest to Interstate 15 - 5 buildings – an estimated 321,882 square feet. Ancillary office uses are also contemplated within some of the buildings.

The buildings are speculative with no specific users identified at this time (emphasis added).

The Project would require grading of 735,000 cubic yards of cut and 673,000 cubic yards of fill of dirt with manufactured cut slopes at a ratio of 1.5:1 on the north and west perimeters and 15 graded building pads for buildings, parking lots and landscaping.

Could the City please explain how the Applicant determined the size and number of the proposed buildings and when and how the Project would be built?

How do we know the Project site would support improvements of the size and scale contemplated? Latitude Phase I Environmental Part 1 study at page nine states that the site manager was unable to locate prior environmental assessment/s of the Project site – an extraordinary revelation considering the site's previous use as a sand mine that supposedly underwent reclamation. "The mining operation ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit." (Report, p. 3).

Why are there no records of the reclamation? How do we know whether clean-up is complete? Has the Department of Toxic Substances Control (DTSUC) been consulted?

Why wasn't the study author provided with complete documentation regarding the Project site?

There is insufficient information for CEQA analysis of the Project site particularly regarding geology and soils, which may not even support the proposed Project. Nor does Part 2 of the environmental assessment assist. Why isn't this information available? Why commission a geotechnical study on the basis of incomplete information?

Aesthetics

According to the Report at page 42, "The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area." Expected by whom? There are no drawings of the proposed buildings or descriptions or photos of the surrounding area by which to gauge whether an empty industrial park of 15 buildings of assorted size would degrade the visual character of the site and surrounding area. Do empty super-sized industrial parks typically improve the look of ***any*** neighborhood?

Light and glare from a project of this size and scope would no doubt impact nearby uses, especially residents. Unfortunately, there is insufficient description of the Project setting to anticipate how much.

The Municipal Code and El Cerrito Specific Plan both provide some fairly onerous design requirements. How would the Project meet those requirements? The Report doesn't say.

Air Quality

> "The proposed Project consists of multiple industrial/office/warehousing buildings totaling 519,665 SF of industrial usage and 456,629 Square Feet (SF) of warehousing usage and 148,000 industrial offices within a 66-acre project site (different from 75 acres in the Project Description). The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. It's expected that the project would be fully operational in 2022." (Latitude Air Quality Analysis, Executive Summary).

This is inconsistent with the Report, which suggests the Project may be in limbo for as long as 10 years. Which is correct? What does "fully operational" mean when there are no prospective tenants? How does an expert study the impact on air quality for an undetermined use?

> "Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. The CalEEMod input/output model is shown in Attachment A to this report." (Latitude Air Quality Analysis, p.14)

Nowhere does Attachment A explain the basis of the author's calculations obtained without knowing how each of the buildings at the Project site would be used if at all. Nor is there any explanation of the basis for construction emissions calculations – not surprising as the actual construction period is also uncertain. What are all the speculative trip summaries based on, one wonders? Pages and pages of unexplained statistics does not constitute proper CEQA analysis of a Project's impact on air quality. Could the City explain in plain language the significance of ***any*** of the charts provided in the Latitude Air Quality Analysis?

Zoning

The Project site is zoned Light Industrial, which is described in the Adopted General Plan 2004 at page 26 as follows:

> "Light Industrial

> This designation accommodates various low-intensity, non-polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, and distribution facilities. The designation also includes campus-style industrial and business parks. These are intended to provide an employment base for Corona's residents and be generally perceived as **"clean" industries that do not generate nuisance or unsafe levels of noise, vibration, air emissions, or liquid and solid waste**. (emphasis added) Density: FAR 0.5 Height: one to two stories.

Goal 1.12.4 at page 53 of the General Plan advises, "Discourage the development of industrial uses that are land extensive, generate few job opportunities, and contribute little revenue for the City. (Imp 2, 11)." How would a massive, 75-acre industrial park with undetermined tenants possibly fulfill such a directive?

Then later on, "1.12.6 Encourage the reuse of underutilized, vacant, or obsolete industrial buildings with higher value uses that are consistent with the goals and policies of the General Plan. (Imp 24a–24c)." Have any alternative sites been considered – sites with existing buildings appropriate to LI use?

Population and Housing

According to the Environmental Checklist on page 7 of the Report, "The project site being developed for light industrial purposes and would not induce substantial population growth in the city. The project would increase the city's service population, but not the city's overall residential population." Won't prospective tenants and their employees want to live close to work? Won't their businesses attract new suppliers, who might also wish to live closer to their clients?

Geology and Soils

Latitude Phase I Environmental Parts 1 and 2 is based on incomplete information and as such, there is insufficient information not only for CEQA purposes. There is no evidence to show whether the site would safely support the Project as proposed.

The lack of information regarding mine reclamation is especially troubling. The method of reclamation might have had significant environmental effects, which might have required the preparation of a new EIR. *Sierra Club v. County of Sonoma*, 6 Cal. App. 4th 1307, 8 Cal. Rptr. 2d 473, 1992 Cal. App. LEXIS 672, 92 Cal. Daily Op. Service 4543, 92 Daily Journal DAR 7195 (Cal. App. 1st Dist. May 28, 1992).

Was an EIR completed regarding the site reclamation? If so, has the City compared the methodology applied with today's standards to determine whether a new EIR might be required?

Transportation/Traffic

According to the Report at page 17, "Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes." Why four lanes?

> "The Project is expected to generate 4,127 daily trips, 471 (382 inbound, 89 outbound) AM peak hour trips, and 480 (102 inbound, 378 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE)." (Latitude Traffic Impact Analysis, Executive Summary).

What is the basis of this calculation obtained without knowing how or by whom the Project would be used? Why Year 2040 calculations and what is their basis?

There is insufficient information in the Project Description to make any assumptions about the Project's impact on local traffic, noise or air quality. The traffic study is nothing more than pure speculation, which is not a proper basis for CEQA analysis.

According to Report page 18, "because the vehicle trips anticipated for the proposed project were analyzed in the 2004 General Plan Program EIR and the proposed project maintains consistency with the 2004 General Plan, a full VMT analysis was not required for the project and the project's build-out is below the assumed growth projection for the project site."

Where in the General Plan is the calculation that anticipates the impact of a 75-acre industrial park planned with no actual tenants in mind?

Noise

> "The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive residential land use exists over 800-feet to the north and the buildings are oriented so that the truck bays do not directly face north. It is also worth noting that the northerly perimeter closest to the residential land uses will include a downward slope facing the project site. This slope will be landscaped with a variety of shrubs and trees which will help buffer sound beyond the project site. The trucks utilizing these parking spaces and loading docks consist of regular trucks and refrigerated trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site)." (Report, p. 32).

First of all, whose trucks? What would they be transporting? Truck traffic would be inconsistent with the restrictions set out under Light Industrial.

> "Light Industrial
>
> This designation accommodates various **low-intensity, non-polluting types of manufacturing operations**, research and development, e-commerce, wholesale activities, and distribution facilities. The designation also includes campus-style industrial and business parks. These are intended to provide an employment base for Corona's residents and be generally perceived as **"clean" industries that do not generate nuisance or unsafe levels of noise, vibration, air emissions, or liquid and solid waste**." (emphasis added) (Adopted General Plan 2004, p. 26).

Nowhere does the Latitude Noise Analysis explain the basis of the speculative estimates from which its noise calculations derive without knowing how exactly the Project would be used. This study is pure speculation and as such does not constitute proper CEQA analysis of the Project's potential noise impact – especially important when sensitive receptors are just 800 feet away.

Water/Hydrology

There is no proper analysis of the Project's impact on water. How could there be when there is no information regarding the site's previous use as a mine or whether the reclamation was properly completed? There is nothing to explain what toxins may remain at the site or the impact mining activities may have had on the groundwater.

At page 37 of the Report is the revelation that "The analysis (water usage) considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years. The water demand for the project was then calculated accordingly." What does "accordingly" mean? Does this analysis meet the water district's test for usage? The Latitude Water Supply Analysis appendix fails to explain the basis of its water use calculation. Has the water district been consulted?

Conclusion

Unfortunately, there is just insufficient information in the Report and related appendices on which to assess any of the potential environmental impacts of this Project. Perhaps if the City could locate the Environmental Impact Review (EIR) conducted for the mine reclamation performed at the site, it might shed some light on whether it would safely support the proposed development. Similarly, perhaps if the City would explain its obligations under the Corona Municipal Code regarding industry assistance and how these provisions apply to the Project, we might have a clearer understanding of the Project's purpose. In the absence of prospective tenants, particularly, it's

difficult to appreciate the size, scale and purpose of such a proposal, which would alter the area radically and perhaps dangerously.

Thank you once again for the opportunity to provide questions and comments.

Sincerely,

J. Michael Goolsby

J. Michael Goolsby
President and CEO
Better Neighborhoods, Inc.

COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

DATE: **February 2020** (Updated February 19, 2020)

SUBJECT: **City Responses on Comments to the Latitude Business Park MND**

Letter: Golden State Environmental Justice Alliance, January 29, 2020.

1. Project Description

Comment 1-1:

The comment is the MND does not provide a site plan that includes meaningful information such as breakdown of total building square footage, parking, and other related development standards; and only the Supplemental Traffic Analysis (STA) includes a site Plan with this information. Burying this information in the technical appendices is in violation of CEQA's requirements for meaningful disclosure (CEQA § 21003(b)). The conclusion of the comment is that an EIR must be prepared which includes a site plan that provides meaningful information that is necessary for project analysis, including a breakdown of total building square footage, parking, and other related development standards.

Response 1-1:

CEQA includes two parts; the statute and the guidelines. The statute is the law, enacted and modified by the state legislature. The guidelines are the primary rules and interpretation of CEQA. The guidelines explain how to get through the process and contain mandatory, advisory and permissive direction. CEQA § 21003 (b) is part of the statute and states:

Documents prepared pursuant to this division be organized and written in a manner that will be meaningful and useful to decisions to makers and to the public.

The comment that the MND was prepared in violation of CEQA with specific reference to CEQA § 21003 (b) does not consider the Guidelines for Implementation of the California Environmental Quality Act under Title 14 of the California Code of Regulations §§ 15000 et seq. CEQA Guidelines § 15063 (d) describes the contents of an initial study. This section states an initial study shall contain in brief form:

(1) A description of the project, including the location of the project;
(2) An identification of the environmental setting;
(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The

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brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found;

(4) A discussion of ways to mitigate any significant effects identified;

(5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls;

(6) The name of the person or persons who prepared or participated in the Initial Study.

The Latitude Business Park initial study/MND provides the above information in brief form as allowed by CEQA Guidelines § 15063 (d). Additionally, to imply that the mitigated negative declaration does not include meaningful information and therefore warrants an EIR is not an accurate statement. CEQA § 15150 (a) clearly states *an EIR or negative declaration my incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Any incorporated document shall be considered to be set forth in full as part of the text of the environmental document. When all or part of another document is incorporated by reference, that document shall be made available to the public for inspection at the City's offices. The environmental document shall state where incorporated documents will be available for inspection.*

Furthermore, CEQA § 15151 describes the standards for adequacy of an EIR. This section clearly states that *an evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible*. The project information provided in the Latitude Business Park MND describes the scope of the project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate and provides the reader an understanding of the project being discussed in the initial study/MND. Additionally, the technical studies were also cited throughout the document based on the project. The technical studies were made available to the public on the city's website and were placed in the same location where the initial study/MND was made available. Therefore, the public has access to the information being referenced in the initial study/MND.

Comment 1-2:

The MND and STA Site Plan are also inconsistent. For example, the MND states the project proposes 535,205 sf of warehousing while the STA Site Plan depicts 695,978 sf of warehousing. The MND states the project proposes 159,744 sf of manufacturing while the STA Site Plan depicts 255,805 sf of warehousing. The MND is inconsistent and unreliable as an informational document. A project EIR must be prepared which is internally consistent and provides accurate square footage of each proposed use. The square footage of each proposed use must be utilized consistently throughout all portions and topics of environmental analysis.

Response 1-2:

The letter fails to recognize that the narrative in the Supplement Traffic Analysis dated November 29, 2019 and the Updated Project Trip Generation Forecast provided in Table A of the Supplemental TIA correctly notes the building square footages used for the traffic analysis. The square footages described in the Supplemental Traffic Analysis are identical to the square footages provided in the initial study/MND project description. Therefore, the results of the analysis were done based on the square footages noted in the trip generation forecast table. Also, the project's site plan is being reviewed by application Precise Plan 2019-0001 which shows the square footages of the project to be consistent with the project description of initial study/MND.

2. Population and Housing

Comment 2-1:

The comment is the MND concludes that the project will not induce substantial population growth but would increase the city's service population and not the city's overall residential population. No employment generation estimates were provided to support this conclusion. The comment further states that although Corona's General Plan does not include employment generation estimates by land use or a square feet per employee factor, Appendix E – *Socioeconomic Build-out Projections Assumptions and Methodology* of the Riverside County's General Plan does include employment generation ratios. If the city were to utilize the Riverside County General Plan, the project would generate 1,167 employees.

The comment is the MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. In order to comply with CEQA's requirements for meaningful disclosure, a project EIR must be prepared which provides an accurate estimate of employees generated by all uses of the proposed project according to the Riverside County General Plan employment generation ratios or a project specific employment generation study. It must also provide demographic and geographic information on the location of qualified workers to fill these employment positions.

Response 2-1:

The Latitude Business Park initial study/MND states that the General Plan designation of the project site is Light Industrial. The initial study/MND further states the city's General Plan was last updated in 2004 and the project site was designated light industrial under the General Plan Update and that no change to the General Plan land use on the project site has occurred since 2004.

The General Plan EIR (2004), Table 3-1, *City of Corona Potential New Development* discusses new development that could occur under the General Plan Update and covers residential, commercial and industrial land uses. The project site was included in the estimated potential new development category for industrial. The information provided in Table 3-1 was then used in the General Plan EIR to determine potential residential population growth and potential new employment generation. Table 4.3-5, *Potential New Employment Generation* includes potential employment generated from new commercial and industrial land uses under the General Plan Update. Therefore, service population growth anticipated from the project site was already considered and analyzed in the General Plan EIR (2004) and General Plan Update. This information will be added to the Final MND to provide clarity on the analysis already by the 2004 General Plan Update.

3. Geologic Problems

Comment 3-1:

The comment is the project grading described in the MND which involves 735,000 cubic yards of cut and 673,000 cubic yards of fill will balance the site even though there will be a minimum 62,000 cubic yard surplus soil. The MND does not indicate if the reduced 0.5 cut ratio described was included for analysis, whether as part of the 62,000 cubic yard surplus or otherwise. Also, there is no mechanism for public verification of conclusions made by the MND, such as a grading plan. A project EIR must be prepared to provide supporting evidence to demonstrate how project grading will balance onsite, including a grading plan, in order to adequately and accurately analyze all potentially significant environmental impacts.

Response 3-1:

The initial study/MND prepared for the Latitude Business Park was based on the Tentative Tract Map 37608 and Precise Plan 2019-0001 applications submitted for the project. These applications are noted in the initial study/MND and are public record and available to public if requested. The Precise Plan 2019-0001 application contains a preliminary grading plan and site plan for the project. Therefore, on-site grading conditions were evaluated for the project site.

4. Air Quality

Comment 4-1:

The CalEEMod output sheets do not accurately model the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse.

Response 4-1:

As indicated in the initial study/MND under operational emissions the air quality assessment was prepared using the project's initial traffic impact analysis that analyzed 1,124,290 square feet of total building area. The project was reduced by 49,519 square feet resulting in a total building square footage of 1,074,771. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The air quality assessment dated June 24, 2019, concluded that the project at 1,124,290 square feet of building area (breakdown: office 148,000 square feet, industrial park 456,629 square feet, and warehouse 519,665 square feet) was below emission thresholds established by AQMD for construction and operation. This information is provided in Table 1 below.

However, to further demonstrate that the project at the slightly higher warehouse square footage (535,205 square feet) is still within established emission thresholds, the CalEEMod was redone. The updated CalEEMod dated February 13, 2020, included the revised warehouse square footage and the addition of the parking lot containing 2,247 parking spaces. Construction emissions under this scenario are shown in Table 2 and operational emissions are shown in Table 3. Additionally, the parking lot was included in the modeling based on the comment that the air quality modeling did not include the use of the parking lot.

Table 1: Expected Daily Pollutant from Air Quality Assessment dated June 24, 2019

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	7.09	35.02	95.55	0.36	30.21	8.26
Total with Design Features (Lb/Day)	**31.31**	**35.85**	**96.36**	**0.36**	**30.27**	**8.32**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	6.80	35.79	89.69	0.34	30.21	8.27
Total with Design Features (Lb/Day)	**31.02**	**36.61**	**90.50**	**0.35**	**30.27**	**8.33**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

Tables 2 and 3
Expected Construction and Operation Emissions with 2,247 parking spaces and updated Warehouse SF
(February 13, 2020)

Table 2: Updated Construction

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
Worst Case Construction	39.94	39.40	68.12	0.23	18.27	0.30	18.33	9.98	0.28	10.05
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	**-**	**-**	**150**	**-**	**-**	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	**-**	**-**	**No**	**-**	**-**	**No**

Table 3: Updated Operations

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	**31.45**	**48.35**	**101.56**	**0.43**	**32.95**	**9.26**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Total with Design Features (Lb/Day)	**31.22**	**49.36**	**94.97**	**0.41**	**32.96**	**9.26**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

The emission thresholds based on the increased warehouse square footage and parking lot continues to be less than significant.

This information will be updated in the project's Final MND.

Comment 4-2:

No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing.

Response 4-2:

The CalEEMod analysis utilized the Industrial Park land use which is a more conservative options since energy usage in an industrial park is higher than manufacturing, and water and solid waste is the same intensity with respect to water and solid waste usage. Therefore, the analysis would adequately represent the proposed project. Data verification for each use can be identified within Appendix D of the CalEEMod User Guide provided by South Coast, comparing manufacturing with industrial park.

http://www.aqmd.gov/caleemod/user's-guide

Comment 4-3:

The CalEEMod output sheets do not model any of the proposed warehouse space as refrigerated/cold storage. At least 50% of the proposed warehouse space must be modeled as refrigerated/cold storage, which is especially necessary as the noise analysis states that trucks utilizing the project site will "consist of regular trucks and refrigerated trucks." An EIR must be prepared which models the at least 50% of the proposed warehouse space as refrigerated warehouse in order to present an accurate analysis of the project's potentially significant Air Quality, Energy, and Greenhouse Gas impacts.

Response 4-3:

There is no rule, regulation or cited source provided by the commenter that requires the project to model 50% of the proposed warehouse space as refrigerated/cold storage. This is an arbitrary number with no justification.

Comment 4-4:

The CalEEMod output sheets further misrepresent the project because the analysis is inconsistent with the project description. The project description states that construction will occur in two phases. Phase 1 will construct 752,889 sf of buildings in the central/east area of the site and Phase 2 will construct 321,882 sf of buildings on the west side of the site. The CalEEMod output sheets only modeled project construction as one phase, which does not capture the potentially significant air quality impacts resulting from overlap of Phase 1 operations and Phase 2 construction.

Response 4-4:

To balance the amount of earthwork across the entire site the project site will be graded in a single phase. However, the construction of the buildings can occur over time depending on the market.

The air quality analysis assumed a worst-case scenario by showing construction in single phase. In fact, the commenters scenario for a phased construction approach would result in construction emissions that are less than the project's worst-case scenario.

To demonstrate, if both 100% construction and 100% operations occurred at the same time the project's emissions would still be less than significant (Table 4). Using this information, a phased construction scenario with a partial occupancy would continue to be less than significant.

Additionally, to respond to the comment that the parking lot along with the truck parking spaces was not included in the air quality modeling, this information was also provided in Table 4. The results show that the project's emissions would be less than significant as they would not exceed the thresholds established by AQMD. The updated CalEEMod dated February 13, 2020 is also provided as an attachment to this memo. This updated information will be provided in the Final MND.

Table 4 Expected Construction and Operational Emissions with 2,247 Parking Spaces

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
50% Construction as updated to include land use in Table 1 and updated traffic (lb/day)	19.97	19.70	34.06	0.12	9.14	0.15	9.17	4.99	0.14	5.03
50% operational emissions as updated to include land use in Table 1 and updated traffic (lb/day)	15.725	24.175	50.78	0.215	16.475	4.63	15.725	24.175	50.78	0.215
Total (Lb/day)	**35.70**	**43.88**	**84.84**	**0.34**	**25.62**	**4.78**	**24.90**	**29.17**	**50.92**	**5.25**
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	**-**	**-**	**150**	**-**	**-**	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	**-**	**-**	**No**	**-**	**-**	**No**

Comment 4-5:

Corona Municipal Code Section 17.84.040 permits construction activity between the hours of 7:00 A.M. - 8:00 P.M. Monday through Saturday and 10:00 A.M. - 6:00 P.M. on Sundays/federal holidays. The MND does not provide a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 13 hours on weekdays and Saturday plus 8 hours on Sunday. It is legal for construction to occur for much longer hours and more days (7 days per week including Saturday and Sunday, 365 days per year) than modeled in the AQA. The Air Quality modeling must be revised to account for these legally possible longer construction days and increased number of construction days.

Response 4-5:

The project's air quality modeling under CalEEMod considered a typical work week, Monday through Friday, with construction activity occurring within an 8 hour work day. The city's municipal code provides hours of opportunities for construction activity but does not mean all construction

projects would work continuously within the hours allowed by the Corona Municipal Code. The air quality assessment used a typical work week schedule and typical working hours for the project, which is a reasonable assumption for the project.

Comment 4-6:

The LST analysis includes modeling of four sensitive receptors "at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles." There is no other information given regarding the exact location of the sensitive receptors or the distance from the project site utilized for modeling and analysis. The nearest residences are located across Liberty Ave., which are approximately 25 feet from the site and must be modeled at this distance for analysis.

Response 4-6:

The LST (localized significance thresholds) analysis has been prepared similar to SCAQMDs LST lookup charts starting at 25 meters from the project boundary. Figure 3-B of the Air Quality Assessment shows how the contours were set up using boundary receptors. These receptors are touching the worst-case residential receptors and LST impacts were found to be less than significant at these locations.

Comment 4-7:

The MND does not indicate that any schoolchild or worker modeling was including for analysis, which is vital since El Cerrito Middle School is approximately 1,600 feet from the project site and businesses are also located approximately 25 feet from the project site across Liberty Ave. and approximately 93 feet from the project site across Tom Barnes St. A project EIR must be prepared to include this analysis in order to provide an accurate analysis of all potentially significant environmental impacts.

Response 4-7:

Figure 3-A of the Air Quality Assessment shows how the health risk model was prepared and identifies sensitive receptors representative of the project area. Sensitive receptors are homes and schools and not businesses. However, because residential properties are located north of the project in addition to businesses, the businesses are also represented in the health risk assessment model due the location. Cancer risk calculations includes human age sensitivities from newborns to adult and have been calculated at these sensitive receptor locations and were found to be less than significant through using Tier 4 diesel construction equipment. The City will require that all equipment onsite during construction is Tier 4. Sensitive receptors further away from the project site would be exposed to fewer project emissions and would therefore be less than significant.

Comment 4-8:

The MND only discusses odors related to construction and does not provide any analysis of potentially offensive odors generated with project operations. The MND concludes that construction odors are "short term" and therefore not considered an impact, but does not include a CEQA exemption or reference for this conclusion. Additionally, uses that are permitted by right at the project site include facilities that may result in objectionable odors, such as food processing, fiberglass and acid manufacturing, and rubber reclaiming. The MND is inadequate and avoids

discussion regarding the potentially objectionable operational odors by not disclosing the types of uses that may operate at the property. A project EIR must be prepared to include analysis of operational odors with a use analysis that includes all types of permitted uses at the project site, including those that emit objectionable odors.

Response 4-8:

Future business operations are required to obtain necessary regulatory permits from AQMD, if necessary, for their operation. Industrial buildings over time are re-occupied with new businesses and not every new business is subject to discretionary review under CEQA. However, certain businesses may be subject to certain regulatory permits, which are considered ministerial under CEQA. New businesses would only be subject to CEQA if the proposed use requires discretionary review by the zoning of the property. Therefore, this project is not required to assess every type of business that could potentially occupy the buildings. The uses for the buildings are required to adhere to the light industrial zoning of the property, which already describe the types of uses allowed in this zone.

Comment 4-9:

The MND includes Mitigation Measure (MM) 5-1 which states: MM 5-1:

The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.

However, MM 5-1 is unenforceable as there is no enforcement entity, field verification, or lead agency oversight component. An EIR must be prepared with revised Mitigation Measures to include consistent and timely verification of compliance by the lead agency throughout the duration of project construction in order to comply with CEQA § 15126.4 (a)(2).

Response 4-9:

The city's field inspectors do on-site preconstruction meetings with project contractors. Specific mitigation associated with the project is verified by field staff. Additional language will be added in the Final MND.

5. Transportation/Traffic

Comment 5-1:

Table 5-1 Project Trip Generation Rates and Forecast of the Traffic Appendix does not accurately reflect the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse. No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing. A project EIR must be prepared which includes a trip generation analysis that accurately reflects the proposed project. Additionally, the Study Area must be expanded to include the following traffic facilities: *Freeway Merge/Diverge* I-15 at CA-91 I-15 at I-210 Page of 7 11 I-15 at I-10 I-15 at CA-60

Response 5-1:

See Response 1-2. Additionally, the freeway interchanges are beyond the study area defined by the City TIA Scoping process.

Comment 5-2:

The assessment of fees here is not adequate mitigation as there is no evidence mitigation will actually result (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.).. An assessment of fees is appropriate when linked to a specific mitigation program, which the MND has not identified. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our* Page of 8 11 *Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.). The lead agency is unable to ensure that the fair share fees will be utilized to construct the improvements identified in MM 6-2, MM 6-5, MM 6-6 and MM 6-7. An EIR must be prepared for the project, including meaningful analysis regarding the traffic impacts if MM 6-2, MM 6-5, MM 6-6 and MM 6-7 are not constructed. The proposed mitigation measures represent uncertain mitigation and is improperly deferred in violation of CEQA. In order to reasonably achieve mitigation, the improvements could be required to be constructed by the project applicant prior to building occupancy.

Response 5-2:

The recommended traffic improvements are either part of a City/County improvement project or consistent with the General Plan Circulation Element and therefore a fair share contribution is appropriate. The mitigation measures indicate the project's fair share contribution toward the cost of future improvements. Certain traffic improvements are required to be either constructed or guaranteed to be constructed by the developer either prior to the issuance of the first building permit or prior to map recordation, whichever occurs first. Therefore, the city's collection of fees for improvements that are not warranted at project opening, but may be warranted in the future are being paid prior to project opening and not being deferred. Traffic improvements that are 100% responsible by the project are required to be constructed prior to project opening.

6. Noise

Comment 6-1:

The MND is erroneous in stating that the site "will be mass graded in one phase." The project description states that the project will be developed in two phases. A project EIR must be prepared which analyzes a worst-case scenario consistent with the project description - Phase 1 of the site will be graded, then constructed, and become operational while Phase 2 of the site is graded and then constructed.

Response 6-1:

See Response 4-4. The noise analysis was done using the worse-case scenario.

Comment 6-2:

The MND and Noise Analysis do not include any on-site noise measurements to establish baseline noise levels at the project site or nearby residences. The MND is not an adequate informational document and a project EIR must be prepared to establish baseline noise levels for the project site, nearby residences, and El Cerrito Middle School in order to provide an accurate and adequate analysis of all potentially significant noise impacts generated by the proposed project.

Response 6-2:

Direct noise impacts, truck noise and HVAC noise levels are discussed in the initial study/MND. Furthermore, all businesses operations, except for loading and unloading activities will be done inside the industrial buildings. Also, the El Cerrito Specific Plan prohibits the outside storage of materials and outdoor services within Planning Areas 1 and 2 of the Light Industrial designation, which is the project site location.

Comment 6-3:

The MND concludes that because "construction noise is of short-term duration" it "will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City." The MND and Noise Analysis do not provide any meaningful analysis, quantified estimates, or supporting evidence to support the conclusion that construction noise impacts will be less than significant. An EIR must be prepared which includes a project specific technical Noise Analysis for construction of the proposed project.

Response 6-3:

Construction noise associated with construction equipment was provided in the initial study/MND (Table 10-5). Also, the Corona Municipal Code, Section 17.84.040 (D)(2) makes special provision for construction noise. Construction noise is recognized as noise which is disturbing, excessive or offensive and constitutes a nuisance involving discomfort or annoyance to persons of normal sensitivity residing in the area, which is generated by the use of any tools, machinery or equipment used in connection with construction operations. For this reason, construction noise is limited to certain hours of the day and identified in the initial study/MND. Also, construction will be done in stages with certain equipment being on the site on different days. A construction phasing schedule was provided in the Air Quality section of the initial study in Table 5-3. This table demonstrates the types of equipment that would be on the project site at a given time. Mitigation was also applied to the project that requires construction equipment to be staged on the project site that has the greatest distance to noise sensitive receptors.

7. Energy

Comment 7-1:

The MND concludes that because the project is within "walking distance" of the Corona Cruiser Red Line, VMT would be reduced and the project would have a less than significant energy impact. The MND does not provide quantified or meaningful supporting evidence to assert this conclusion. For example, there is no exact distance given to the Red Line or an estimate of how many employees may use the service. There are no implementation plans discussed for public transit, such as employee rideshares, carpools, or advertising/incentives for employees to use the Red Line. There

is also no discussion regarding reduced truck/trailer trips to support reduction of energy consumption.

Response 7-1:

The project is located less than .5 miles from the nearest transit area which could reduce daily trips from employees. Also, the initial study/MND talked about the nearby commercial retail services and eating establishments available within walking distance to future employees due to the location of The Crossings shopping center located directly south of the project site. Because these services are within walking distance, mid-day vehicle trips from the project site are likely to be reduced. Also, new construction projects are required to comply with the California Green Building Standards Code (2019). In this particular case, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. Based on this table, the project would be required to provide EV charging stations at six percent of the total number of actual parking spaces. Compliance with the California Green Building Standards Code is checked by city staff during the plan check process and prior to the issuance of a building permit. This language will be updated in the Final MND.

Comment 7-2:

The MND and Energy Analysis Appendix are inconsistent. The Energy Analysis Appendix utilizes uncertain language by stating that the project "will *likely* be required by the City to provide the wiring and a dedicated space(s) and for multiple electric vehicle charging stations within parking areas of the facility." Given the coordination with the lead agency required to produce a MND, it must be known whether or not this will be required and if it has potential to contribute towards the project's energy reduction capabilities. The MND does not discuss this point from the Appendix and instead states that there is "an electric vehicle charging station located adjacent to the project site within the parking lot of the shopping center near Target. Therefore, employees will have access to vehicle charging stations within walking distance to the project." The capabilities of adjacent properties cannot be utilized for energy consumption reduction of the proposed project. The proposed project must offer electric vehicle charging stations onsite in order to utilize that energy savings as a contribution towards a less than significant energy impact.

Response 7-2:

See response 7-1 on the requirement of EV charging stations for the project.

Comment 7-3:

It must also be noted that the text of the MND and Energy Analysis Appendix contain a mitigation measure for project construction that is not discussed or included in the Mitigation Monitoring and Reporting Program (MMRP).

Response 7-3:

The Energy Analysis Appendix references mitigation measures that include using cleaner engines for construction equipment, high efficiency lighting and recycling and compost services. The initial

study/MND already has a mitigation measure that requires the project to use Tier 4 diesel construction equipment (MM 6-4). Also, it is mandatory that all new construction comply with the latest adopted California Building Standards Code and the California Green Building Standards Code. The California Green Building Standards Code references mandatory energy efficiency standards for nonresidential projects in Chapter 5, Division 5.2. Because this is a mandatory requirement for all new construction a separate mitigation measure is not required. Finally, the project is required to comply with all applicable ordinances governed by the Corona Municipal Code. The Corona Municipal, Chapter 8.20, Collection of Refuse and Recyclable Materials, as amended by the City Council on February 5, 2020, mandates recycling requirements for commercial facilities. The amended ordinance is scheduled for adoption on February 19, 2020. Because this requirement is enacted by city ordinance a separate mitigation measure is not required.

Letter: Better Neighborhoods, January 31, 2020

Comment 8-1:

We don't find out until page 38 of the Report discussing water usage that "The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years," which contradicts statements in several of the appendices indicating that construction would be complete within two years. Which is correct?

Response 8-2:

The report states <u>within</u> five years for Phase 1 and <u>within</u> 10 years for Phase 2. This means that each phase of the project can occur now and within the years specified. It does not say Phase 2 will occur 10 years later. The Water Supply Assessment analysis concluded that there is sufficient water supply projecting through 2040 for all phases of the project.

Comment 8-2:

Use is a crucial feature in every development application. Use very much determines the type of analysis to apply under the California Environmental Quality Act (CEQA). As tenants apply to become occupants at the Project, CEQA would almost certainly require new and updated analysis - studies based on actual fact, not notion or unexplained 'guesstimates'. Use might also prompt the need for changes to the proposed buildings. Why not wait until at least several tenancies are certain?

Response 8-2:

Industrial buildings over time are re-occupied with new businesses and not every new business is subject to discretionary review under CEQA. However, certain businesses may be subject to certain regulatory permits, which are considered ministerial under CEQA. New businesses would only be subject to CEQA if the proposed use requires discretionary review by the zoning of the property. Therefore, this project is not required to assess every type of business that could potentially occupy the buildings. The uses for the buildings are required to adhere to the light industrial zoning of the property, which already describe the types of uses allowed in this zone and therefore the project site.

Comment 8-3:

How do we know the Project site would support improvements of the size and scale contemplated? Latitude Phase I Environmental Part 1 study at page nine states that the site manager was unable to locate prior environmental assessment/s of the Project site – an extraordinary revelation considering the site's previous use as a sand mine that supposedly underwent reclamation. "The mining operation ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit." (Report, p. 3).

Why are there no records of the reclamation? How do we know whether clean-up is complete? Has the Department of Toxic Substances Control (DTSUC) been consulted?

Response 8-3:

The city's Community Development Department as well as the Office of Mine Reclamation (OMR) have records of the reclamation plan for the former Corona Sand Mine. The city has written verification from OMR dated September 29, 2015, that OMR staff inspected the site on September 16, 2015 and concurred with the city's certification that the mine site had been substantially reclaimed in accordance with the approved reclamation plan. OMR further confirmed that city fulfilled the requirements of CCR Section 3805.5.

Comment 8-4:

There is insufficient information for CEQA analysis of the Project site particularly regarding geology and soils, which may not even support the proposed Project. Nor does Part 2 of the environmental assessment assist. Why isn't this information available? Why commission a geotechnical study on the basis of incomplete information?

Response 8-4:

The end of the initial study discloses the documents incorporated by reference. The initial study states where the Preliminary Geotechnical Report is located, which is Appendix B of the Preliminary WQMP. The sources cited were made available on the city's website.

Comment 8-5:

According to the Report at page 42, "The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area." Expected by whom? There are no drawings of the proposed buildings or descriptions or photos of the surrounding area by which to gauge whether an empty industrial park of 15 buildings of assorted size would degrade the visual character of the site and surrounding area. Do empty super-sized industrial parks typically improve the look of ***any*** neighborhood?

Response 8-5:

The initial study/MND identifies the project title applications associated with the project. The site plan and architecture of the buildings associated with the project are provided as part of Precise Plan 2019-0001. The project applications are available for public review at the city's Community Development Department. This information can also be provided to the public upon request.

Also, the initial study describes the surrounding area and provides an aerial photograph of the project site and surrounding area. The project site is surrounded by urban uses and is adjacent to a regional retail shopping center to the south. The regional shopping center contains just over 1 million square feet of building area, paved parking and landscaping.

Comment 8-6:

"The proposed Project consists of multiple industrial/office/warehousing buildings totaling 519,665 SF of industrial usage and 456,629 Square Feet (SF) of warehousing usage and 148,000 industrial offices within a 66-acre project site (different from 75 acres in the Project Description). The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. It's expected that the project would be fully operational in 2022." (Latitude Air Quality Analysis, Executive Summary).

This is inconsistent with the Report, which suggests the Project may be in limbo for as long as 10 years. Which is correct? What does "fully operational" mean when there are no prospective tenants? How does an expert study the impact on air quality for an undetermined use?

Response 8-6:

The initial study stated the project would be developed in two phases. The initial study never stated the project would be in limbo for 10 years.

Comment 8-7:

"Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. The CalEEMod input/output model is shown in Attachment A to this report." (Latitude Air Quality Analysis, p.14)

Nowhere does Attachment A explain the basis of the author's calculations obtained without knowing how each of the buildings at the Project site would be used if at all. Nor is there any explanation of the basis for construction emissions calculations – not surprising as the actual construction period is also uncertain. What are all the speculative trip summaries based on, one wonders? Pages and pages of unexplained statistics does not constitute proper CEQA analysis of a Project's impact on air quality. Could the City explain in plain language the significance of ***any*** of the charts provided in the Latitude Air Quality Analysis?

Response 8-7:

See responses 4-1, 4-2 and 4-4.

Comment 8-8:

According to the Environmental Checklist on page 7 of the Report, "The project site being developed for light industrial purposes and would not induce substantial population growth in the city. The project would increase the city's service population, but not the city's overall residential population." Won't prospective tenants and their employees want to live close to work? Won't their businesses attract new suppliers, who might also wish to live closer to their clients?

Response 8-8:

See Response 2-1.

Comment 8-9:

Latitude Phase I Environmental Parts 1 and 2 is based on incomplete information and as such, there is insufficient information not only for CEQA purposes. There is no evidence to show whether the site would safely support the Project as proposed.

The lack of information regarding mine reclamation is especially troubling. The method of reclamation might have had significant environmental effects, which might have required the preparation of a new EIR. *Sierra Club v. County of Sonoma*, 6 Cal. App. 4th 1307, 8 Cal. Rptr. 2d 473, 1992 Cal. App. LEXIS 672, 92 Cal. Daily Op. Service 4543, 92 Daily Journal DAR 7195 (Cal. App. 1st Dist. May 28, 1992).

Was an EIR completed regarding the site reclamation? If so, has the City compared the methodology applied with today's standards to determine whether a new EIR might be required?

Response 8-9:

See Responses 8-3 and 8-4.

Comment 8-10:

According to the Report at page 17, "Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes." Why four lanes?

Response 8-10:

Temescal Canyon Road is being improved according the city's General Plan Circulation Element and Riverside County's General Plan. The city's General Plan identifies Temescal Canyon Road as a major arterial 4 lane road.

Comment 8-11:

"The Project is expected to generate 4,127 daily trips, 471 (382 inbound, 89 outbound) AM peak hour trips, and 480 (102 inbound, 378 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE)." (Latitude Traffic Impact Analysis, Executive Summary).

What is the basis of this calculation obtained without knowing how or by whom the Project would be used? Why Year 2040 calculations and what is their basis?

Response 8-11:

The Supplement Traffic Analysis dated November 29, 2019 and the Updated Project Trip Generation Forecast provided in Table A of the report correctly notes the building square footages for each land use used for the traffic analysis.

The traffic analysis is also required to look at traffic impacts in the city's build out condition, which is

Year 2040.

Comment 8-12:

Nowhere does the Latitude Noise Analysis explain the basis of the speculative estimates from which its noise calculations derive without knowing how exactly the Project would be used. This study is pure speculation and as such does not constitute proper CEQA analysis of the Project's potential noise impact – especially important when sensitive receptors are just 800 feet away.

Response 8-12:

See Response 6-2.

Comment 8-13:

There is no proper analysis of the Project's impact on water. How could there be when there is no information regarding the site's previous use as a mine or whether the reclamation was properly completed? There is nothing to explain what toxins may remain at the site or the impact mining activities may have had on the groundwater.

Response 8-13:

The Phase 1 Environmental Site Assessment prepared for the project was discussed under the Hazards and Hazardous Materials section of the initial study. The initial study also indicated research was done through the U.S. Environmental Protection Agency database and Department of Toxic Substances Control's database and that based on field observations and literature review the site does not have hazardous materials.

Comment 8-14:

The Latitude Water Supply Analysis appendix fails to explain the basis of its water use calculation. Has the water district been consulted?

Response 8-14:

The City of Corona operates its own water agency under the Corona Department of Water and Power. The Water Supply Assessment was commissioned by the City of Corona and approved by the Corona Department of Water and Power.

Latitude Business Park

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
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tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
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tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
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tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	42.4368	58.1903	64.6227	0.2172	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9376
2021	41.7069	52.8017	60.5586	0.2131	13.1886	1.2002	14.3887	3.5445	1.1335	4.6780	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**42.4368**	**58.1903**	**64.6227**	**0.2172**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	40.4323	39.6839	65.2354	0.2172	18.2675	0.3005	18.3311	9.9840	0.2864	10.0475	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9375
2021	39.9446	36.2062	61.4585	0.2131	13.1886	0.1922	13.3808	3.5445	0.1829	3.7274	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**40.4323**	**39.6839**	**65.2354**	**0.2172**	**18.2675**	**0.3005**	**18.3311**	**9.9840**	**0.2864**	**10.0475**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9375**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.48**	**31.63**	**-1.21**	**0.00**	**0.00**	**85.50**	**9.02**	**0.00**	**85.13**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Unmitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Latitude Business Park

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	41.9412	57.9060	67.5091	0.2266	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	41.2365	52.6078	63.2628	0.2221	13.1886	1.1982	14.3867	3.5445	1.1316	4.6761	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**41.9412**	**57.9060**	**67.5091**	**0.2266**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	39.9367	39.3996	68.1219	0.2266	18.2675	0.2980	18.3311	9.9840	0.2840	10.0475	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	39.4742	36.0124	64.1627	0.2221	13.1886	0.1902	13.3788	3.5445	0.1810	3.7255	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**39.9367**	**39.3996**	**68.1219**	**0.2266**	**18.2675**	**0.2980**	**18.3311**	**9.9840**	**0.2840**	**10.0475**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.53**	**31.76**	**-1.16**	**0.00**	**0.00**	**85.63**	**9.02**	**0.00**	**85.26**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Unmitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Latitude Business Park

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.6180	6.9452	6.9288	0.0226	1.4434	0.1946	1.6381	0.4331	0.1824	0.6156	0.0000	2,080.3362	2,080.3362	0.1761	0.0000	2,084.7376
2021	4.0815	5.2912	6.0447	0.0214	1.2823	0.1187	1.4010	0.3452	0.1121	0.4573	0.0000	1,973.3708	1,973.3708	0.1325	0.0000	1,976.6825
Maximum	**4.0815**	**6.9452**	**6.9288**	**0.0226**	**1.4434**	**0.1946**	**1.6381**	**0.4331**	**0.1824**	**0.6156**	**0.0000**	**2,080.3362**	**2,080.3362**	**0.1761**	**0.0000**	**2,084.7376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.3421	4.1198	7.0294	0.0226	1.4434	0.0316	1.4750	0.4331	0.0302	0.4633	0.0000	2,080.3358	2,080.3358	0.1761	0.0000	2,084.7372
2021	3.9071	3.6482	6.1338	0.0214	1.2823	0.0189	1.3012	0.3452	0.0180	0.3632	0.0000	1,973.3705	1,973.3705	0.1325	0.0000	1,976.6822
Maximum	**3.9071**	**4.1198**	**7.0294**	**0.0226**	**1.4434**	**0.0316**	**1.4750**	**0.4331**	**0.0302**	**0.4633**	**0.0000**	**2,080.3358**	**2,080.3358**	**0.1761**	**0.0000**	**2,084.7372**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**6.72**	**36.52**	**-1.46**	**0.00**	**0.00**	**83.90**	**8.65**	**0.00**	**83.64**	**22.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Latitude Business Park - South Coast Air Basin, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	1.4005	0.2356
2	4-1-2020	6-30-2020	2.0355	1.4263
3	7-1-2020	9-30-2020	2.7224	2.0750
4	10-1-2020	12-31-2020	3.3063	2.6324
5	1-1-2021	3-31-2021	3.0378	2.4477
6	4-1-2021	6-30-2021	3.0499	2.4533
7	7-1-2021	9-30-2021	3.0835	2.4803
		Highest	3.3063	2.6324

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	2,413.3542	2,413.3542	0.0832	0.0290	2,424.0822
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	237.9379	0.0000	237.9379	14.0617	0.0000	589.4810
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**316.7891**	**7,956.6727**	**8,273.4618**	**22.5039**	**0.2276**	**8,903.8802**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	1,930.0775	1,930.0775	0.0634	0.0245	1,938.9673
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	178.4534	0.0000	178.4534	10.5463	0.0000	442.1108
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**257.3046**	**7,473.3960**	**7,730.7006**	**18.9686**	**0.2231**	**8,271.3950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**18.78**	**6.07**	**6.56**	**15.71**	**1.98**	**7.10**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**0.0204**	**0.2121**	**0.1076**	**1.9000e-004**	**0.0903**	**0.0110**	**0.1013**	**0.0497**	**0.0101**	**0.0598**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0101	0.1043	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**2.3300e-003**	**0.0101**	**0.1043**	**1.9000e-004**	**0.0903**	**3.1000e-004**	**0.0906**	**0.0497**	**3.1000e-004**	**0.0500**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0668	0.7530	0.4794	9.3000e-004		0.0326	0.0326		0.0300	0.0300	0.0000	81.7264	81.7264	0.0264	0.0000	82.3872
Total	**0.0668**	**0.7530**	**0.4794**	**9.3000e-004**	**0.1301**	**0.0326**	**0.1627**	**0.0540**	**0.0300**	**0.0840**	**0.0000**	**81.7264**	**81.7264**	**0.0264**	**0.0000**	**82.3872**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.0495	0.4950	9.3000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	81.7263	81.7263	0.0264	0.0000	82.3871
Total	**0.0114**	**0.0495**	**0.4950**	**9.3000e-004**	**0.1301**	**1.5200e-003**	**0.1316**	**0.0540**	**1.5200e-003**	**0.0555**	**0.0000**	**81.7263**	**81.7263**	**0.0264**	**0.0000**	**82.3871**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0450**	**0.1407**	**0.1465**	**2.3000e-004**		**7.5300e-003**	**7.5300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1902**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0122	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0342**	**0.0122**	**0.1730**	**2.3000e-004**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1901**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2141	1.9378	1.7017	2.7200e-003		0.1128	0.1128		0.1061	0.1061	0.0000	233.9261	233.9261	0.0571	0.0000	235.3528
Total	**0.2141**	**1.9378**	**1.7017**	**2.7200e-003**		**0.1128**	**0.1128**		**0.1061**	**0.1061**	**0.0000**	**233.9261**	**233.9261**	**0.0571**	**0.0000**	**235.3528**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.2257	1.7635	2.7200e-003		4.1200e-003	4.1200e-003		4.1200e-003	4.1200e-003	0.0000	233.9258	233.9258	0.0571	0.0000	235.3526
Total	**0.0331**	**0.2257**	**1.7635**	**2.7200e-003**		**4.1200e-003**	**4.1200e-003**		**4.1200e-003**	**4.1200e-003**	**0.0000**	**233.9258**	**233.9258**	**0.0571**	**0.0000**	**235.3526**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1882	1.7258	1.6409	2.6700e-003		0.0949	0.0949		0.0892	0.0892	0.0000	229.3209	229.3209	0.0553	0.0000	230.7040
Total	**0.1882**	**1.7258**	**1.6409**	**2.6700e-003**		**0.0949**	**0.0949**		**0.0892**	**0.0892**	**0.0000**	**229.3209**	**229.3209**	**0.0553**	**0.0000**	**230.7040**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0325	0.2212	1.7286	2.6700e-003		4.0400e-003	4.0400e-003		4.0400e-003	4.0400e-003	0.0000	229.3206	229.3206	0.0553	0.0000	230.7038
Total	**0.0325**	**0.2212**	**1.7286**	**2.6700e-003**		**4.0400e-003**	**4.0400e-003**		**4.0400e-003**	**4.0400e-003**	**0.0000**	**229.3206**	**229.3206**	**0.0553**	**0.0000**	**230.7038**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0859	0.0934	1.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7486**	**0.0859**	**0.0934**	**1.5000e-004**		**5.6600e-003**	**5.6600e-003**		**5.6600e-003**	**5.6600e-003**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5200e-003	6.5700e-003	0.0935	1.5000e-004		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7378**	**6.5700e-003**	**0.0935**	**1.5000e-004**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.1512	0.1799	2.9000e-004		9.3200e-003	9.3200e-003		9.3200e-003	9.3200e-003	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3920**	**0.1512**	**0.1799**	**2.9000e-004**		**9.3200e-003**	**9.3200e-003**		**9.3200e-003**	**9.3200e-003**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9400e-003	0.0128	0.1814	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3733**	**0.0128**	**0.1814**	**2.9000e-004**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Unmitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,206.1508	1,206.1508	0.0495	0.0112	1,210.7387
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,689.4275	1,689.4275	0.0693	0.0158	1,695.8536
NaturalGas Mitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287
NaturalGas Unmitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	2.08857e+006	508.0867	0.0208	4.7400e-003	510.0193
Industrial Park	1.65705e+006	403.1119	0.0165	3.7600e-003	404.6453
Manufacturing	1.62136e+006	394.4296	0.0162	3.6800e-003	395.9299
Parking Lot	314580	76.5281	3.1400e-003	7.1000e-004	76.8192
Unrefrigerated Warehouse-No Rail	1.26308e+006	307.2712	0.0126	2.8600e-003	308.4400
Total		**1,689.4275**	**0.0693**	**0.0158**	**1,695.8536**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.63639e+006	398.0847	0.0163	3.7100e-003	399.5989
Industrial Park	1.17926e+006	286.8785	0.0118	2.6700e-003	287.9697
Manufacturing	1.27033e+006	309.0346	0.0127	2.8800e-003	310.2101
Parking Lot	78645	19.1320	7.8000e-004	1.8000e-004	19.2048
Unrefrigerated Warehouse-No Rail	793441	193.0210	7.9200e-003	1.8000e-003	193.7552
Total		**1,206.1508**	**0.0495**	**0.0112**	**1,210.7387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Unmitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	866.1424	8.1311	0.1986	1,128.5927
Unmitigated	866.1424	8.1311	0.1986	1,128.5927

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	178.4534	10.5463	0.0000	442.1108
Unmitigated	237.9379	14.0617	0.0000	589.4810

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	255.15	51.7931	3.0609	0.0000	128.3153
Industrial Park	215.83	43.8115	2.5892	0.0000	108.5412
Manufacturing	198.08	40.2085	2.3763	0.0000	99.6147
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	503.1	102.1248	6.0354	0.0000	253.0098
Total		**237.9379**	**14.0617**	**0.0000**	**589.4810**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	191.363	38.8449	2.2957	0.0000	96.2365
Industrial Park	161.873	32.8587	1.9419	0.0000	81.4059
Manufacturing	148.56	30.1563	1.7822	0.0000	74.7111
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	377.325	76.5936	4.5266	0.0000	189.7573
Total		**178.4534**	**10.5463**	**0.0000**	**442.1108**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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DEPARTMENT OF JUSTICE

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February 7, 2020

Via Overnight Mail and E-Mail

Joanne Coletta
Community Development Director
Corona Community Development Department
400 South Vicentia Avenue
Corona, CA 92882-2187
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RE: Mitigated Negative Declaration for the Latitude Business Park (SCH #2020019017)

Dear Ms. Coletta:

Thank you for the opportunity to provide comments on Corona's Joint Initial Study and Mitigated Negative Declaration (collectively, the MND) for the Latitude Business Park (the Project). After reviewing the MND, the California Attorney General's Office believes the MND does not comply with the California Environmental Quality Act (CEQA) due to its insufficient project description, flawed environmental impact assessments, and inadequate mitigation measures. We are also concerned about Corona's process for evaluating the Project, including its failure to consult with responsible agencies and its rushed timeline for approving the Project. We respectfully submit these comments to urge Corona to conduct further environmental analysis in an environmental impact report to ensure the Project's impacts are understood, disclosed, and mitigated to the maximum extent feasible.[1]

I. THE PROJECT SEEKS TO CONSTRUCT AN ENORMOUS INDUSTRIAL PARK WITH MULTIPLE WAREHOUSES IN A HIGHLY POLLUTED COMMUNITY PREDOMINANTLY OF COLOR.

The Project consists of 15 industrial buildings and warehouses on 75 acres of land, and is located within 85 feet of a residential community of color. The buildings will host over a million square feet of different land uses that typically have significant environmental impacts, including

[1] The Attorney General submits these comments pursuant to his independent power and duty to protect the environment and natural resources of the State. (*See* Cal. Const., art. V, § 13; Gov. Code §§ 12511, 12600-12612; *D'Amico v. Bd. of Medical Examiners* (1974) 11 Cal.3d 1, 14-15.)

EXHIBIT J

warehousing (535,205 square feet), light industrial (205,767 square feet), industrial park (174,055 square feet), manufacturing (159,744 square feet), and related office space (undetermined square footage is included with the other land uses). To support these activities, the Project will have 66 loading docks, 60 truck trailer spaces, and an unspecified amount of parking spaces. Further, the Project will generate approximately 4,127 vehicle trips a day, including trips from refrigerated and unrefrigerated diesel trucks.

The MND states the Project will have five buildings that are designated for warehouse and manufacturing uses, including the largest buildings on the Project site. Warehouses generate substantial environmental impacts since they are used to transport goods in heavy-duty trucks that run on diesel fuel. This large influx of truck traffic creates air pollution, noise, and traffic impacts that burden nearby communities. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NOx) – a primary precursor to smog formation that causes respiratory problems like asthma, bronchitis, lung irritation, and lung cancer – and diesel particulate matter (PM) – which can lead to cancer, heart disease, respiratory illnesses, and premature death.[2] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during all hours of the day and may cause hearing damage for residents and workers after prolonged exposure.[3] Further, the thousands of daily truck and passenger car trips that will be generated by the Project's warehouses will contribute to traffic jams, deterioration of road surfaces, and traffic accidents in Corona.

The Project is located at the northwest corner of Tom Barns Street and Temescal Canyon Road, at the intersection of a large residential area in Southeastern Corona and the unincorporated community of El Cerrito. There are single-family homes immediately across Liberty Avenue along the northern border of the Project and a sprawling neighborhood on the other side of Interstate 15 to the west. According to 2013 – 2017 data from the American Community Survey, there are at least 775 people living within 1,000 feet of the Project, 55 percent of whom are people of color.[4] There are also sensitive receptors near the Project, including the El Cerrito Outdoor Sports Park 0.3 mile to the north, the El Cerrito Middle School 0.4 mile to the north, and the Gumdrop Kids Daycare 0.9 mile to the southwest. All of these community residents will be exposed to the Project's environmental impacts.

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[2] California Air Resources Board (CARB), Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health; CARB, Summary: Diesel Particulate Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts; Office of Environmental Health Hazard Assessment (OEHHA) and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf.

[3] *See, e.g*, Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (stating that a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

[4] United States Environmental Protection Agency (EPA), EJSCREEN, https://ejscreen.epa.gov/mapper/.

The neighborhoods surrounding the Project already face disproportionately high levels of pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the Project's census tract has more pollution than 88 percent of census tracts in California.[5] The census tracts to the north and east of the Project have even greater pollution burdens. Most of the pollution problems in the Project's census tract and the surrounding area are attributable to serious air quality issues in the community—the tracts are in the 93rd – 94th percentile for $PM_{2.5}$ and the 85th – 91st percentile for ozone.

The air pollution in Corona and surrounding areas grows dramatically each year due to the rapid expansion of the logistics industry in the Inland Empire. Over just the past decade, more than 150 million square feet of industrial spaces, which includes mostly warehouses, have been built in this region.[6] These warehouses, and the dozens of approved warehouses that are still under construction, attract diesel trucks and the accompanying air pollution into residential neighborhoods. As a result, the South Coast Air Basin, which contains the Inland Empire and the Project site, is designated as a non-attainment area for ozone and $PM_{2.5}$ by the EPA and as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$ by CARB. The Project will add even more air pollution to this highly burdened area.

II. THE MND FAILS TO COMPLY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

A. The Project Description is Insufficient.

The CEQA Guidelines require an initial study to describe the project.[7] Project descriptions should contain all details that are essential components of a project since an "accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity."[8] In this case, the MND's project description does not adequately describe the Project because it omits key details that are essential for accurately assessing the Project's environmental impacts.

First, even though the Traffic Impact Analysis for the Project states that the Project will include a "high-cube warehouse use area," the MND's project description does not describe the Project's warehouse facilities with any specificity, including how much square footage can

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[5] California EPA and OEHHA, CalEnviroScreen 3.0, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30.

[6] Los Angeles Times, When Your House is Surrounded by Massive Warehouses (Oct. 27, 2019), https://www.latimes.com/california/story/2019-10-27/fontana-california-warehouses-inland-empire-pollution.

[7] CEQA Guidelines, § 15063, subd. (d)(1). "In interpreting CEQA, [courts] accord the CEQA Guidelines great weight except where they are clearly unauthorized or erroneous." *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007) 41 Cal.4th 372, 380 n.2. In practice, the CEQA Guidelines are treated as law.

[8] *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 731 (quotation omitted).

accommodate high-cube warehouse activities or which types of activities will occur in the Project's warehouses.[9] These details are important since high-cube warehouses generate significantly more truck traffic, noise, and air quality impacts than other types of warehouses, and the scope of impacts vary depending on the type of operations that occur at the warehouses. According to the Institute of Transportation Engineers, a high-cube warehouse typically has at least 200,000 square feet of floor space and can serve as a fulfillment center, parcel hub, cold storage facility, transload facility, or a short-term storage building.[10] Since the Project includes at least two large buildings that could be used as high-cube warehouses, the project description should clearly state whether these buildings, or any other buildings at the Project, will be equipped as high-cube warehouses, how much space will be used for high-cube warehouse activities, and the types of operations that will occur in these areas.

Second, the Project's Noise Study briefly states that trucks utilizing the Project's parking spaces and loading docks will "consist of regular trucks and refrigerated trucks," but the MND fails to include any discussion of whether the Project will have cold storage facilities.[11] If the Project's buildings have cold storage, the Project's environmental impacts could be dramatically greater since refrigerated trucks produce substantially more air pollution and greenhouse gas emissions than trucks that visit standard storage facilities. As explained by CARB:

> Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.[12]

This critical detail should be disclosed in the MND.

Third, the MND's project description fails to describe how many parking spaces will be provided for vehicles other than trucks. This is an important aspect of the Project considering its large size, and is information that is necessary to accurately assess traffic, noise, and air quality impacts. Without this information, there is no way to correctly determine how many passenger cars will visit the Project site, which is critical to accurately assessing the Project's environmental impacts. Therefore, the project description should fully disclose the planned parking spaces for the Project.

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[9] *Compare* Traffic Impact Analysis, p. 14; *with* MND, p. 2.
[10] Institute of Transportation Engineers, High-Cube Warehouse Vehicle Trip Generation Analysis, at p. 3 (Oct. 2016), https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498.
[11] *Compare* Noise Study, p. 12; *with* MND, p. 2.
[12] CARB, Transport Refrigeration Unit (TRU or Reefer) Regulation, https://ww3.arb.ca.gov/msprog/truckstop/trus/trus.htm.

B. The MND Relies on an Air Quality Assessment that Uses Faulty Methods to Analyze Environmental Impacts.

The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects.[13] To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about a project's potential impacts.[14] If a lead agency fails to analyze a certain aspect of a project's potential environmental impact, a court may conclude that the limited facts in the record support a fair argument that the project may have a significant environmental impact.[15] CEQA's requirements for full disclosure are not satisfied if an environmental impacts analysis uses outdated models and inaccurate information, as the Project's Air Quality Assessment did here.

First, the MND's Air Quality Assessment uses CARB's outdated 2014 Emission Factors Model (EMFAC2014) to calculate air emissions from mobile sources instead of the current model (EMFAC2017).[16] This difference is significant since EMFAC2017 uses the latest scientific data available to evaluate environmental impacts.[17] For example, the new model includes higher NOx emissions, PM emissions, and idling emissions rate for heavy-duty trucks. Considering the serious air quality problems already present in the communities surrounding the Project, it is essential for the MND to provide accurate estimates of how the Project will contribute to air pollution. Corona should use the current EMFAC2017 model to assess the Project's mobile source emissions.

In addition, the Air Quality Assessment uses only three land use designations to analyze emissions—office park, industrial park, and unrefrigerated warehouse—even though the MND states the Project will host additional land uses that typically have serious environmental impacts.[18] As previously discussed, the MND's Traffic Impact Analysis states that the Project will include a high-cube warehouse area, but the Air Quality Assessment fails to analyze the environmental impacts from this particular land use type. Similarly, the MND's Noise Study indicates that refrigerated trucks will visit the Project, but the Air Quality Assessment fails to analyze the impacts from using the Project for cold storage or the associated refrigerated trucks that will visit the Project.[19] The MND also claims that the Project will include 159,744 square

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[13] Pub. Resources Code, § 21002.1.
[14] *See Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Comrs.* (2001) 91 Cal.App.4th 1344, 1367, *as modified on denial of rehearing* (Sept. 26, 2001).
[15] *Sundstrom* v. *County of Mendocino* (1988) 202 Cal.App.3d 296, 311.
[16] Air Quality Assessment, p. 19.
[17] CARB, EMFAC2017: An Update to California On-Road Mobile Source Emission Inventory, https://ww3.arb.ca.gov/msei/downloads/emfac2017_workshop_june_1_2017_final.pdf.
[18] Air Quality Assessment, Attachment A, pp. 1, 25-27.
[19] There are many examples of air quality assessments that separately analyze emissions from the refrigerated portions of warehouse projects along with unrefrigerated portions. *See, e.g*, City of Fontana, Cherry Distribution Facility: Air Quality Impact Analysis (Nov. 20, 2019),

feet of manufacturing activities, but this land use is similarly ignored in the Air Quality Assessment. Corona should revise its Air Quality Assessment to include an accurate and complete assessment of emissions from all of the Project's operations.

Further, to estimate emissions from mobile sources, the Air Quality Assessment applies the same length of vehicle miles traveled for each analyzed land use type—only 9.37 miles.[20] It is unclear what this mileage is based on, since it is unlikely that vehicles visiting the Project's very different land uses—warehouses, manufacturing buildings, industrial facilities, and offices—will all travel this identical and relatively short distance. The Project includes industrial, warehouse, and manufacturing uses, where heavy-duty trucks will be hauling consumer goods from the Project site to destinations all over California and potentially out of the State. Most of these destinations are much farther than 9.37 miles from the Project, including the Port of Long Beach (approximately 35 miles to the west) and the San Bernardino International Airport (approximately 25 miles to the northeast). Considering the distances frequently traveled by trucks serving the logistics industry, the South Coast Air Quality Management District (SCAQMD) recommends that lead agencies use a default truck trip length of 40 miles one-way for air quality assessments.[21] Some lead agencies calculate the appropriate truck trip length by averaging the distances between a project and the edge of the air basin in several directions.[22] Even the California Emissions Estimator Model's (CalEEMod) default trip length for passenger cars is higher than the trip length for the Project—16.6 miles each way, although the SCAQMD often states in its comment letters that this length is not appropriate for industrial and warehouse projects. Regardless of which method is chosen, the MND should calculate vehicle trip lengths based on the actual likely destinations of trucks and passenger cars visiting the Project and explain the basis for the chosen trip lengths. In its current form, the MND's Air Quality Assessment is defective since it relies on a single, arbitrary trip length to analyze the Project's impacts.

Finally, the Air Quality Assessment applies the same vehicle fleet mixture for each land use despite the vast differences between these uses.[23] The most recent version of CalEEMod includes default vehicle fleet mixes that can be modified by the user since it is commonly understood that different types of land uses attract different types of vehicles at different rates.[24]

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https://www.fontana.org/DocumentCenter/View/31595/CDF-Appendix-B---Air-Quality-Impact-Analysis.

[20] Air Quality Assessment, Attachment A, p. 25.

[21] The SCAQMD's recommended truck trip length is frequently used to analyze air quality emissions in CEQA documents. *See, e.g.*, City of Jurupa Valley, Aqua Mansa Commerce Park Specific Plan Draft EIR, Appendix C1a: Air Quality Study, pp. 50-51 (Dec. 2019), https://ceqanet.opr.ca.gov/2017071034/2/Attachment/WEcK20.

[22] *See, e.g.*, City of Rancho Cucamonga, Phelan Development 9th and Vineyard Warehouses Initial Study, p. 37, https://ceqanet.opr.ca.gov/2019129018/2/Attachment/YxQQ3U (finding an average weighted truck trip length of 53.26 miles).

[23] Air Quality Assessment, Attachment A, p. 26.

[24] CalEEMod User's Guide, p.38 (Nov. 2017), http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4.

In particular, projects that contain warehouses tend to have far more trucks visiting their facilities than other land uses, so the SCAQMD recommends that lead agencies assume that 40 percent of vehicle trips from warehouses are from trucks.[25] Thus, Corona's failure to analyze the emissions from the mix of vehicles that will visit the Project likely underestimates the emissions the Project will generate and renders the MND flawed.

C. The MND Fails to Include an Analysis of Cumulative Air Quality Impacts.

The CEQA Guidelines mandate all assessments of environmental impacts to include an analysis of cumulative impacts that "take[s] account of the whole action involved."[26] A proper cumulative impacts analysis considers the incremental impact of a project combined with the impacts of past, present, and reasonably foreseeable future projects.[27] The analysis of a project's own impacts is an inquiry that is distinct from considering the project's cumulative impacts.[28] If an initial study finds no significant cumulative impact, it must "[e]xplain[] the reasons for determining that potentially significant effects would not be significant."[29]

In this case, the MND fails to include any discussion of cumulative air quality impacts, and the MND's Air Quality Assessment assumes the Project will have no cumulative impacts since it did not find any significant air quality impacts from the Project itself.[30] This conclusory assertion ignores CEQA's requirements for cumulative impacts assessments. Further, given the Project's location in a community that already suffers from serious air pollution concerns, it is essential that the MND includes a proper cumulative impacts analysis. Even if the Project's air quality impacts may not be significant in isolation, they become more concerning when combined with the pollution produced by other nearby warehouses and industrial sites. This failure to analyze cumulative impacts renders the MND inadequate and unlawful.

D. The MND Fails to Analyze the Project's Consistency with Corona's General Plan.

The CEQA Guidelines require an initial study to examine whether a project "would be

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[25] CalEEMod User's Guide, Appendix E: Technical Source Documentation, p. 15 (July 2013), http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixe.pdf.
[26] CEQA Guidelines, § 15355; *id.*, Appendix G.
[27] *Id.*, § 15065, subd. (a)(3); *Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 118 ("[T]he guiding criterion on the subject of cumulative impact is whether any additional effect caused by the proposed project should be considered significant given the existing cumulative effect.").
[28] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 719-21 (holding that relatively small air quality impacts from a project do not eliminate the need to consider the project's combined impacts with other development).
[29] CEQA Guidelines, § 15063, subd. (c)(3)(C).
[30] *See generally* MND; Air Quality Assessment, p. 25.

consistent with existing zoning, plans, and other applicable land use controls."[31] Despite this requirement, the MND quickly concludes that the Project does not conflict with Corona's General Plan since the Project site does not have to be rezoned from light industrial use.[32] The MND does not analyze whether the Project will conflict with any policies in Corona's General Plan, including several policies that will apply to the Project:

- Policy 1.8.12: Requires "nonresidential uses be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units";

- Policy 1.12.8: Requires new industrial properties to "be compatible with adjoining uses in consideration of the following principles: … Location of driveways to minimize conflicts with adjoining uses," and "[m]itigation of noise, odor, lighting"; and

- Policy 1.12.11: Requires "heavy truck and vehicle access in industrial areas be managed to ensure that it is safe and efficient and minimizes noise, odor, vibration, and safety impacts on adjoining uses."[33]

Corona also has new proposed policies in its Draft 2040 General Plan Update that, if adopted, will apply to the Project. Pursuant to SB 1000's requirements, the General Plan Update includes several policies designed to reduce impacts in environmental justice communities:

- Policy HC-2.1: Requires proposals for new industrial uses to "incorporate the adequate use of setbacks, barriers, landscaping, or other design measures as necessary to minimize air quality impacts and achieve appropriate health standards"; and

- Policy HC-2.2: "Designate and maintain truck routes that … avoid[] residential areas, schools, or other sensitive land uses so as to minimize exposure to the noise, air pollution, and vibration associated with trucks."[34]

Since the MND fails to discuss the Project's consistency with the policies contained in Corona's General Plan, the MND's assessment of land use impacts is flawed.

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[31] CEQA Guidelines, § 15063, subd. (d)(5).
[32] MND, p. 6.
[33] City of Corona General Plan, pp. 43, 53-54 (Mar. 2004), https://www.coronaca.gov/home/showdocument?id=4637.
[34] City of Corona 2040 General Plan, p. HC-4 (Dec. 2019), https://www.coronaca.gov/home/showdocument?id=17292.

E. The MND Does Not Include All Feasible Mitigation Measures to Reduce the Project's Potentially Significant Impacts.

CEQA requires a lead agency to adopt all feasible mitigation measures that minimize the significant environmental impacts of a project.[35] An MND's mitigation measures must be specific, binding, and enforceable through permit conditions, agreements, or other legally binding instruments.[36] In this case, the Project's MND lists potential significant impacts to air quality, noise, geology, transportation/traffic, and biological resources, but finds that a handful of mitigation measures will make those impacts less than significant. The mitigation measures proposed by the MND are insufficient to protect the community from significant environmental impacts, especially given the Project's close proximity to residents and other sensitive receptors.

For example, the MND checklist states that the Project may "[e]xpose sensitive receptors to pollutants," but the MND only includes one mitigation measure to address this potentially significant impact: "The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment."[37] This measure is a good way to reduce construction impacts, but is not the only method that should be used to lower the Project's air quality impacts during construction. Further, the MND fails to include any mitigation measures that address air quality impacts from the Project's operations.

We urge Corona to consider adopting additional specific, binding, and enforceable mitigation measures to address the Project's air quality impacts from its construction and operation. Please see Attachment A for a list of air quality, noise, and traffic measures that would further mitigate the Project's impacts on the surrounding communities. These measures have been adopted in comparable or smaller projects, indicating that they are feasible.

F. Corona Ignored its Mandate to Consult with Responsible and Trustee Agencies.

CEQA requires a lead agency to consult with responsible and trustee agencies that have jurisdiction over resources impacted by a proposed project prior to adopting an MND.[38] Despite this requirement, the Project's MND states that Corona distributed the MND to statewide agencies via the State Clearinghouse.[39] This limited consultation resulted in Corona failing to notify the SCAQMD—the regional agency with jurisdiction over the air basin where the Project is located—of the Project and its potential impacts. Therefore, Corona did not comply with CEQA's consultation requirements for this Project.

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[35] Pub. Resources Code, § 21002; CEQA Guidelines, § 15126.4, subd. (a)(1).
[36] Pub. Resources Code, § 21081.6, subd. (b); CEQA Guidelines §§ 15071, subd. (e) & 15126.4, subd. (a)(2).
[37] MND, pp. 11, 16.
[38] Pub. Resources Code § 21080.3, subd. (a); CEQA Guidelines, § 15073, subd. (c).
[39] MND, p. 5.

III. CORONA MUST PREPARE AN ENVIRONMENTAL IMPACT REPORT TO ADEQUATELY ANALYZE THE PROJECT'S IMPACTS.

One of the "basic purposes of CEQA" is to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities."[40] The threshold for determining whether an environmental impact report (EIR) is required is low – an EIR must be prepared by a lead agency if substantial evidence supports a "fair argument" that that "any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment."[41]

Corona must prepare an EIR for the Project since there is substantial evidence supporting a fair argument that the Project will have significant environmental impacts. As discussed above, the Project is a large business park that will consist of over a million square feet of warehouse, manufacturing, and industrial uses that typically have significant environmental impacts. The Project will include 126 spaces for trucks, and generate approximately 4,127 vehicle trips a day in Corona and the surrounding areas. Considering the Project's large scope, mixed industrial uses, and residential location, there is a fair argument that the Project will cause significant environmental impacts. The MND's deficient analysis of direct and cumulative environmental impacts also creates a fair argument that the Project will have impacts that have not be adequately analyzed and disclosed.[42] Therefore, CEQA requires Corona to prepare an EIR that fully analyzes the Project's impacts.

Further, it is highly unusual for a local government to approve a project of this size and type without preparing an EIR. Several jurisdictions close to Corona are considering warehouse projects that are similar to the Project, but are preparing EIRs rather than negative declarations to analyze the projects' impacts, including:

- Barker Logistics Project (Riverside County): a 694,630-square foot warehouse building with paved surface parking for 385 automobiles and 124 trucks/truck trailers on a 31.55-acre property;
- Goodman Logistics Center III (Fontana): a three-building industrial park containing 1,118,460 square feet of building area on 47.5 acres;
- Indian Street Commerce Center (Moreno Valley): a 446,350-square foot building with warehouse, light industrial, and office uses on 19.64 acres; and
- Slover/Cactus Avenue Warehouse (San Bernardino County): a 257,855-square foot warehouse on 13.27 acres.

These projects are all significantly smaller than the Project or a similar size, yet are receiving more environmental review. Therefore, an EIR for this large Project is necessary.

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[40] CEQA Guidelines, § 15002, subd. (a)(1).
[41] *Id.*, § 15063, subd. (b)(1); *Pocket Protectors v. City of Sacramento* (2005) 124 Cal.App.4th 903, 928; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1399–1400.
[42] *Sundstrom v. County of Mendocino*, *supra*, 202 Cal.App.3d 296, 311.

IV. CORONA MUST PROVIDE ITS PLANNING COMMISSION AND CITY COUNCIL WITH ADEQUATE TIME TO CONSIDER PUBLIC COMMENTS.

CEQA requires the decision-making body of a lead agency to consider an MND along with all comments received during the public review process prior to approving a project.[43] However, Corona's Notice of Completion for the MND states that public comments are due on February 8, 2020 and the City's Planning Commission will consider the Project the next business day on February 10, 2020. Since the comment deadline is a Saturday, Corona's planning staff indicated on our January 21, 2020 call that the City will accept comments until February 10, 2020. As a result, Corona may receive public comments on the Project that will not be considered by the Planning Commission prior to its February 10 hearing to consider the Project. Corona's solution to this problem is to present public comments to the City Council prior to its planned adoption hearing for the Project on March 4, 2020, but this is not sufficient to satisfy CEQA's requirement that all decision-making bodies have a meaningful opportunity to consider public comments for a proposed project. Therefore, we urge Corona to reconsider this rushed timeline for considering the Project to ensure that both the Planning Commission and City Council have sufficient time to consider all public comments, including the comments we provide in this letter. At the very least, Corona should delay the Planning Commission's upcoming hearing by 30 days or more.

V. CONCLUSION

Thank you for the opportunity to provide these comments. We encourage Corona to comply with CEQA's requirements and adequately disclose, analyze, and mitigate the environmental impacts of the Project prior to its approval. The Attorney General's Office is available to provide assistance to Corona as it works on its CEQA compliance for the Project. Please do not hesitate to contact me if you have any questions or would like to discuss these issues further.

Sincerely,

ABIGAIL BLODGETT
Deputy Attorney General

For XAVIER BECERRA
Attorney General

[43] CEQA Guidelines, § 15074, subd. (b).

Attachment A: Air Quality Mitigation Measures

Measures to mitigate air quality impacts from construction include:

- Requiring off-road construction equipment to be electric, where available.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Requiring on-road haul trucks to be model year 2010 or newer if diesel-fueled.
- Providing electrical hook ups to the power grid for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Limit the Project's construction days and times.

Measures to mitigate air quality impacts from operations include:

- Limiting the times and days that the project operates, such as only daytime hours on weekdays.
- Require project proponent to follow CARB's guidance for siting warehouses at least 1,000 feet away from sensitive land uses to avoid health impacts.[44]
- Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.

[44] CARB, Air Quality and Land Use Handbook: A Community Health Perspective, at p. 4 (April 2005), https://ww3.arb.ca.gov/ch/handbook.pdf.

- Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.
- Installing and maintaining air filtration systems at sensitive receptors within a certain radius of facility.
- Installing and maintaining an air monitoring station proximate to sensitive receptors and the facility. While air monitoring does not mitigate the air quality impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality.
- Constructing electric truck charging stations proportional to the number of dock doors at the project.
- Constructing plugs for transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Achieving certification of compliance with LEED green building standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Establishing and enforcing truck routes that avoid residents and sensitive receptors.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending California Air Resources Board-approved courses. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

Measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier.
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

Measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from sensitive receptors.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have fronting sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

February 7, 2020
Sent via email

Joanne Coletta
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

Subject: Initial Study with Proposed Mitigated Negative Declaration
Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608) Project
State Clearinghouse No. 2020019017

Dear Ms. Coletta:

The California Department of Fish and Wildlife (CDFW) received the Initial Study (IS) and proposed Mitigated Negative Declaration (MND) on January 9, 2020 from the City of Corona (City) for the Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608) Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

1 CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

EXHIBIT K

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Project Location

The proposed Project site is located east of Interstate 15 and north of Tom Barnes Road within Temescal Canyon, in the City of Corona, Riverside County. APNs: 279-121-004, -005, -006; 279-122-001, -002, -003, and - 004; 279-123-001, -002, and-003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140- 001, and -007; 279-231-044.

Project Description

The Project proposes the construction of 15 industrial facilities ranging in size from 18,262 square feet (sq. ft.) to 253,798 sq. ft., and an associated parking lot. No offsite improvements are planned for the Project. The proposed Project will develop the entire 75-acre site, with the exception of a 1.7-acre conservation easement, and an approximately 1-acre native plant setback along the southern border of the Project site. The purpose of the native plant setback is to create a buffer between the Project and Joseph Canyon Wash (the existing 1.7-acre easement area). Historically, the Project site was used as an aggregate mining facility, and subsequently underwent mine reclamation during the 1990s.

COMMENTS AND RECOMMENDATIONS

CDFW is concerned about the adequacy of the impact analysis and the mitigation measures proposed in the MND and the ability of the Project to mitigate the significant, or potentially significant, direct and indirect impacts to native habitats and species that rely on these habitats. Following review of the Biological Resources section of the IS, CDFW offers the comments and recommendations presented below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The comments and recommendations are also offered to enable CDFW to adequately review and comment on the proposed Project with respect to the Project's consistency

with the Western Riverside County Multiple Species Habitat Conservation Plan. CDFW recommends that each of these be addressed prior to adoption of the MND.

Lake and Streambed Alteration Program

Fish and Game Code 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources. CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). Therefore, to facilitate issuance of an LSA Agreement, if necessary, the MND should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to https://www.wildlife.ca.gov/Conservation/LSA/Forms

The MND's Mitigation Measure (MM) did not indicate that the Project would require notification to CDFW pursuant to Fish and Game Code section 1602. Additionally, the IS/MND did not include a jurisdictional delineation or the full and formal biological assessment for the Project site. After conducting a Project site visit on January 30, 2020, CDFW identified fish and wildlife resources subject to Fish and Game Code 1600 on the Project site that were not included in the IS/MND. The fish and wildlife resources subject to Fish and Game Code 1600 discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (*Baccharis salicifolia*) as well as two stands of cattails (*Typha* species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24-25, 2019). At high water levels in the valley-bottom wetland area (as well as the southwestern pond), the water overflows to Temescal Creek via standpipes on the Project site which

lead into culverts directing the overflow to Temescal Creek. To ensure compliance with Fish and Game Code section 1602, CDFW recommends the new mitigation measure include the text below:

MM BIO-[X]: Prior to issuance of any grading or construction permits by the City, the applicant shall consult with the California Department of Fish and Wildlife regarding a Fish and Game Code section 1602 Streambed Alteration Agreement, the United States Army Corps of Engineers regarding a Clean Water Act Section 404 Permit, and the Regional Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The Project applicant shall be required to obtain the necessary permits or provide written documentation that such permits are not needed. The Project shall mitigate impacts to waters of the United States and waters of the State, wetlands, and riparian habitats, by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Mitigation shall be subject to pre-approval by the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE) and the California Department of Fish and Wildlife.

In order to reduce impacts to Fish and Game Code section 1602 resources to a level that is less than significant, CDFW recommends that the City identify a specific and enforceable mitigation strategy in the MND. The mitigation strategy should identify the amount (acreage) and type of mitigation and should be commensurate with impacts. CDFW is available to assist the City in evaluating the proposed mitigation prior to adoption of the MND.

Western Riverside County Multiple Species Habitat Conservation Plan

Based on a site visit conducted by CDFW on January 30, 2020, CDFW determined the project would result in impacts to Riparian/Riverine resources subject to Section 6.1.2 of the MSHCP. CDFW is unaware that a Determination of Biologically Equivalent or Superior Preservation (DBESP) has been prepared for this Project. Please note that the MSHCP consistency review process will not be complete until CDFW and the United States Fish and Wildlife Service approve a DBESP for impacts to MSHCP Section 6.1.2 resources. Because this process is not complete, CDFW recommends that City include a new mitigation measure in the Final MND conditioning the Project applicant to demonstrate compliance with Section 6.1.2 of the MSHCP. CDFW recommends the inclusion of the following new measure in the Final MND:

MM BIO-[X]: Prior to issuance of any grading permit the Project Applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service and California Department of Fish and Wildlife confirming that the Determination of Biologically Equivalent

or Superior Preservation (DBESP) has been approved or provide written documentation that a DBESP is not needed.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/MND for the Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608) Project (State Clearinghouse No. 2020019017), and recommends that the City address CDFW's comments and concerns prior to adoption of the MND. If you should have any questions pertaining to the comments provided in this letter, please contact Eric Chan at (909) 483-6317 or at Eric.Chan@wildlife.ca.gov.

Sincerely,

Scott Wilson

Scott Wilson
Environmental Program Manager

Attachment 1: Draft Mitigation Monitoring and Reporting Program for CDFW-proposed Mitigation Measures.

ec: California Department of Fish and Wildlife
Heather Pert, Senior Environmental Scientist, Supervisor
Inland Deserts Region
heather.pert@wildlife.ca.gov

HCPB CEQA Coordinator
Habitat Conservation Planning Branch

Office of Planning and Research
State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

ATTACHMENT 1

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

PURPOSE OF THE MMRP

The purpose of the MMRP is to ensure compliance with mitigation measures during project implementation. Mitigation measures must be implemented within the time periods indicated in the table below.

TABLE OF MITIGATION MEASURES

The following items are identified for each mitigation measure: Mitigation Measure, Implementation Schedule, and Responsible Party for implementing the mitigation measure. The Mitigation Measure column summarizes the mitigation requirements. The Implementation Schedule column shows the date or phase when each mitigation measure will be implemented. The Responsible Party column identifies the person or agency that is primarily responsible for implementing the mitigation measure.

Mitigation Measure	Implementation Schedule	Responsible Party
Prior to issuance of any grading or construction permits by the City, the applicant shall consult with the California Department of Fish and Wildlife regarding a Fish and Game Code section 1602 Streambed Alteration Agreement, the United States Army Corps of Engineers regarding a Clean Water Act Section 404 Permit, and the Regional Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The Project applicant shall be required to obtain the necessary permits or provide written documentation that such permits are not needed. The Project shall mitigate impacts to waters of the United States and waters of the State, wetlands, and riparian habitats, by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Mitigation shall be subject to pre-approval by the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE) and the California Department of Fish and Wildlife.	Prior to issuance of any grading or construction permits by the City	Project Applicant

Prior to issuance of any grading permit the Project Applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service and California Department of Fish and Wildlife confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved or provide written documentation that a DBESP is not needed.	Prior to issuance of any grading or construction permits by the City	Project Applicant

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS: February 7, 2020
Joanne.Coletta@CoronaCA.gov
Joanne Coletta, Director
City of Corona, Community Development Department
400 South Vicentia Avenue
Corona, CA 92882

Mitigated Negative Declaration (MND) for the Proposed Latitude Business Park Project (SCH No.: 2020019017)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

South Coast AQMD Staff's Summary of Project Description
The Lead Agency proposes to construct 10 buildings totaling 752,889 square feet on 46 acres and five buildings totaling 321,882 square feet on 28 acres for a total of 15 buildings for industrial, manufacturing, cold and non-cold storage warehousing uses totaling 1,074,771 square feet on 75 acres (Proposed Project). The Proposed Project is located on the northwest corner of Temescal Canyon Road and Tom Barnes Street in the City of Corona. Construction of the Proposed Project is anticipated to begin in January 2020 and by completed by 2021[1]. Once operational, the Proposed Project will have 66[2] dock doors and involve 305 two-way truck trips per day for the manufacturing and warehouse[3]. Based on reviews of *Aerial View of Project Site*[4] in the MND and aerial photographs, the Proposed Project is located immediately south of the existing residential uses[5].

South Coast AQMD Staff's Summary of the Air Quality and Health Risk Assessment Analyses
The Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to South Coast AQMD's recommended regional CEQA air quality significance thresholds. Based on the analysis, the Lead Agency found that the Proposed Project's regional construction and operational air quality impacts would be less than significant[6]. The Lead Agency is committed to implementing Mitigation Measure 5-1, which requires the use of Tier 4 diesel construction equipment[7]. The Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards[8]. The Lead Agency found that construction activities would not result in significant localized air quality impacts for NOx and PM10[9]. Additionally, the Lead Agency performed a construction health risk assessment (HRA) analysis and found that construction of the Proposed Project

[1] MND. Page 14.
[2] *Ibid.* Page 32.
[3] *Ibid.* Supplemental Traffic Impact Analysis. Table A: Updated Project Trip Generation Forecast. PDF Page 6.
[4] *Ibid*. Page 3.
[5] *Ibid*.
[6] *Ibid.* Latitude Business Park Air Quality Assessment. Page 25.
[7] MND. Page 14.
[8] South Coast AQMD. Localized Significance Threshold Methodology. Page 2-9. Accessed on January 31, 2020. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.
[9] MND. Page 15.

EXHIBIT L

would result in an excess inhalation cancer risk of 7.24 in one million for 70-year exposure duration[10], which would not exceed South Coast AQMD's CEQA significance threshold of 10 in one million for cancer risk[11].

Summary of South Coast AQMD Staff's Comments

The Notice of Completion for the MND was circulated for a 30-day public and comment period from January 8, 2020 to February 8, 2020. However, the MND was not provided to South Coast AQMD staff for review after it was released for public review. On January 21, 2020, South Coast AQMD staff contacted the Lead Agency and requested the MND and air quality and HRA analyses technical data[12]. South Coast AQMD staff received the MND and technical data that were needed to complete the review on January 23, 2020, two weeks after the MND was circulated for public review. As a CEQA commenting agency for the Proposed Project, South Coast AQMD staff reviews air quality and HRA analyses in CEQA documents to ensure emissions and health risks are adequately and sufficiently evaluated, disclosed, and mitigated to the maximum extent feasible. As such, the Lead Agency should provide the MND to South Coast AQMD staff for review upon completion and public release.

Based on reviews of the MND and technical documents, South Coast AQMD staff has nine comments on the air quality and HRA analyses. A summary of these comments is provided as follows with additional details provided in the attachment.

1. Localized Significance Thresholds Analysis for CO and PM2.5: The Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards to determine the level of significance[13]. However, the Lead Agency did not analyze the localized air quality impacts for CO or PM2.5 in the MND. South Coast AQMD staff recommended that the Lead Agency analyze the Proposed Project's localized air quality impacts from construction activities for CO and PM2.5 and compare those emissions to the most stringer air quality standards, or provide reasons for not including the analysis supported by substantial evidence in the Final MND.

2. Cold Storage Facilities: Based on reviews of the MND and the *Air Quality Assessment*, South Coast AQMD staff found that the "unrefrigerated warehouse-no rail" land use category was selected in CalEEMod to quantify emissions. Since one of the uses for the Proposed Project is cold storage facilities, it is reasonably foreseeable that transport refrigeration units (TRUs) may be used at the Proposed Project. To conservatively analyze a worst-case impact scenario from the use of TRUs during operation, the Lead Agency should calculate the Proposed Project's emissions from TRUs that will visit the Proposed Project or provide justification for not including the calculation in the Find MND.

3. Project Trip Generation Forecast: The MND and technical appendices included two project trip generation forecast numbers. South Coast AQMD staff recommends that the Lead Agency clarify

[10] *Ibid*.

[11] South Coast AQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When South Coast AQMD acts as the Lead Agency, South Coast AQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies measures if the risk is found to be significant.

[12] E-mail correspondence on January 21, 2020 from South Coast AQMD staff (Ms. Lijin Sun) to Lead Agency (Ms. Joanne Coletta).

[13] South Coast AQMD Localized Significance Threshold Methodology. Page 2-9. Accessed on January 31, 2020. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.

which project trip generation forecast was used to quantify the Proposed Project's emissions from mobile sources and revise the air quality analysis based on one project trip generation forecast.

4. Air Quality Impact Analysis – Vehicle Miles Traveled: The Lead Agency used a trip length of 9.37 miles to quantify the Proposed Project's operational emissions from mobile sources, but did not discuss how this trip length was calculated in the MND. South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND as substantial evidence to support the use of 9.37 miles.

5. Fleet Mix: The Lead Agency prepared a traffic impact analysis to identify the fleet mix specific for the Proposed Project. However, based on reviews of the *Air Quality Assessment* technical appendix, South Coast AQMD staff found that the Lead Agency used the default fleet mix in CalEEMod, which is different from the project-specific fleet mix. South Coast AQMD staff recommends that the Lead Agency re-calculate the Proposed Project's emissions by using project-specific fleet mix in the Final MND. If it is more appropriate to use the default fleet mix to quantify the Proposed Project's emissions than project-specific fleet mix from the traffic impact analysis, the Lead Agency should include an explanation in the Final MND.

6. Health Risk Assessment Analysis during Operation: Operation of the Proposed Project generates and attracts heavy-duty, diesel-fueled trucks. Although the Lead Agency prepared a construction HRA analysis to analyze health risk impacts to nearby residents from construction activities, health risks to residents during the operational phase were not analyzed and should be included in the Final MND.

7. Guidance Regarding Warehouses Sited Near Sensitive Receptors: South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. For warehouses that accommodate more than 100 trucks per day, or more than 40 trucks with operating TRUs per day, California Air Resources Board (CARB) recommends a 1,000-foot separation between sensitive land uses (e.g., residential uses)[14] and the operating warehouse. Therefore, South Coast AQMD staff recommends that the Lead Agency review and consider the guidance when making local planning and land use decisions.

8. Additional Recommended Mitigation Measures: In the MND, the Lead Agency provided information about nearby electric vehicle (EV) charging stations that could be used by employees during operation. The Lead Agency should require EV charging stations be provided on the Proposed Project site, or at a minimum, require appropriate infrastructure to facilitate sufficient EV charging stations. Additionally, to further reduce the Proposed Project's construction and long-term emissions, South Coast AQMD staff recommends a list of new mitigation measures that the Lead Agency should review and incorporate in the Final MND.

9. South Coast AQMD Rule, Permit, and Responsible Agency: Since the Proposed Project is greater than 50 acres, it is subject to specific requirements under South Coast AQMD Rule 403(e) and should be discussed in the Final MND. Additional information on South Coast AQMD permits is included as resources to the Lead Agency.

[14] CARB. *Air Quality and Land Use Handbook: A Community Health Perspective*. Page 4. Accessed at: https://www.arb.ca.gov/ch/handbook.pdf.

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, responses should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. Further, when the Lead Agency makes the finding that the additional recommended mitigation measures are not feasible, the Lead Agency should describe the specific reasons supported by substantial evidence for rejecting them in the Final MND (CEQA Guidelines Sections 15070 and 15074.1).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Margaret Isied, Assistant Air Quality Specialist, at misied@aqmd.gov or (909) 396-2543, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS:MI
RVC200121-01
Control Number

ATTACHMENT

1. **Localized Significance Thresholds Analysis for CO and PM2.5**
In the Air Quality Section of the MND, the Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards to determine the level of significance[15]. However, the Lead Agency did not analyze localized construction air quality impacts from CO or PM2.5. To ensure nearby residents living north to the Proposed Project will not be adversely impacted by construction activities, the Lead Agency should analyze the Proposed Project's localized air quality impacts from construction activities for CO and PM2.5 and compare those emissions to the most stringent air quality standards to determine the level of significance in the Final MND. If the localized significance thresholds analysis for CO and PM2.5 are not included in the Final MND, the Lead Agency should provide reasons for not including the analysis supported by substantial evidence in the record.

2. **Cold Storage Facilities**
Since one of the warehouse uses for the Proposed Project is cold storage facilities, it is reasonably foreseeable that transport refrigeration units (TRUs), which are commonly in-use at cold storage warehouses, may be used at the Proposed Project. However, based on reviews of the MND and the *Air Quality Assessment*, South Coast AQMD staff found that the "unrefrigerated warehouse-no rail"[16] land use was used to quantify the Proposed Project's operational emissions. If using TRUs is reasonably foreseeable during operation, and to conservatively analyze the worst-case impact scenario, the Lead Agency should calculate the Proposed Project's emissions from TRUs in the Final MND or provide reasons for not quantifying emissions from TRUs in the Final MND as substantial evidence in the record.

3. **Project Trip Generation Forecast**
Based on reviews of the MND and technical appendices, South Coast AQMD staff found two project trip generation forecasts within the MND and between the MND and the technical appendices. (See Table A). Therefore, South Coast AQMD staff was unable to determine which project trip generation forecast was used to estimate the Proposed Project's operational emissions. South Coast AQMD staff recommends that the Lead Agency clarify the project trip generation forecast and update the air quality analysis based on one project trip generation forecast consistent throughout the Final MND and technical appendices.

[15] South Coast AQMD Localized Significance Threshold Methodology. Page 2-9. Accessed on January 31, 2020. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.
[16] MND. Air Quality Assessment. Page 87.

Table A: Project Trip Generation Forecast Value Inconsistencies

Document Type	Section	Page No.	Project Trip Generation Forecast (per day)
MND	Operational Emissions	Page 15	4,127
MND	Intersection Queue Length Analysis	Page 18	3,585
Traffic Impact Analysis (TIA) Technical Appendix	Table 5-1: Project Trip Generation Rates and Forecast under the row titled "Project Total Trip Generation Forecast"	Page 16	4,127
Supplemental TIA Memo	Table A: Updated Project Trip Generation Forecast	Page 6	3,585
Air Quality Assessment Technical Appendix	Table 5-1: Project Trip Generation Rates and Forecast under the row titled "Project Total Trip Generation Forecast"	Page 19	4,127

Source: South Coast AQMD staff. February 5, 2020.

4. **Air Quality Impact Analysis – Vehicle Miles Traveled**

Based on reviews of the Air Quality Assessment Technical Appendix to the MND, South Coast AQMD staff found that the Lead Agency used a trip length of 9.37[17] miles to quantify the Proposed Project's operational emissions from mobile sources, including truck trips, but did not discuss how this trip length was calculated. CalEEMod is the software model that quantify land use projects' emissions. The Lead Agency used CalEEMod to quantify the Proposed Project's construction and operational emissions. Appendix A of the CalEEMod User Manual provides the equation for calculating the average overall trip length. The equation is to divide the average daily trip rate by the vehicle miles traveled (VMT)[18]. The Lead Agency estimated operation of the Proposed Project would result in 54,140 VMT[19]. If the Proposed Project generates 4,127 trips per day, the average trip length would equal to 13.12 miles (54,140 VMT/4,127 daily trips). If the Proposed Project generates 3,585 trips per day, the average trip length would equal to 15.10 miles (54,140 VMT/3,585 daily trips). (See also Comment No. 3). Since the MND and technical appendices did not explain how a 9.37-mile trip length was calculated from 54,140 VMT, South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND as substantial evidence to support the use of 9.37 miles to quantify emissions from truck trips.

5. **Fleet Mix**

The Lead Agency prepared a traffic impact analysis technical appendix to identify trip generation rates and fleet mix that were specific for operation of the Proposed Project. However, in the air quality assessment technical appendix, the Lead Agency used the default fleet mix values to quantify emissions from mobile sources. South Coast AQMD staff recommends that the Lead Agency re-calculate the Proposed Project's emissions by using project-specific fleet mix in the Final MND. If it is more appropriate to use the default fleet mix to quantify the Proposed Project's emissions than project-specific fleet mix from the traffic impact analysis, the Lead Agency should include an explanation in the Final MND.

6. **Health Risk Assessment Analysis during Operation**

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include schools, daycare centers, nursing homes, elderly care

[17] MND. Air Quality Assessment. Page 57.
[18] CalEEMod. Appendix A. Vehicle Miles Traveled, Page 22. Accessed at: http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf
[19] MND. Air Quality Assessment. Page 19.

facilities, hospitals, and residential dwelling units. As stated above, the Proposed Project involves operation of manufacturing and warehouse uses that will generate approximately 305 truck trips per day. Based on reviews of *Aerial View of Project Site*[20] in the MND and aerial photographs, South Coast AQMD staff found that existing residential uses are located immediately north of the Proposed Project. Surrounding sensitive receptors (e.g., residents) would be exposed to diesel particulate matter (DPM) from the transportation and idling of heavy-duty, diesel-fueled trucks visiting the Proposed Project. DPM has been identified by the CARB as a toxic air contaminant (TAC) based on its carcinogenic effects[21]. However, upon review of the MND, South Coast AQMD staff found that the Lead Agency did not perform a quantitative mobile source HRA analysis.

One of the basic purposes of CEQA is to inform decision-makers and the public about the potential, significant environmental effects of proposed activities (CEQA Guidelines Section 15002(a)(1)). A mitigated negative declaration is appropriate when the Lead Agency finds that the project will not have a significant effect on the environment after incorporating mitigation measures (CEQA Guidelines Sections 15070 to 15075). Reasons to support this finding shall be documented as substantial evidence in the initial study. Although the Lead Agency prepared a construction HRA analysis to analyze health risk impacts to nearby residents from construction activities, the Lead Agency should calculate cancer risk to residents during the operational phase by performing a mobile source HRA analysis[22] in the Final MND and compare cancer risk to South Coast AQMD's CEQA significance threshold of 10 in one million to determine the level of significance for the Proposed Project's health risks impact[23]. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating air pollutants should also be included.

7. <u>Guidance Regarding Warehouses Sited Near Sensitive Receptors</u>

South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and South Coast AQMD to reduce community exposure to source-specific and cumulative air pollution impacts, South Coast AQMD adopted the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[24] in 2005. Additional guidance is available in the CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*, available at: https://www.arb.ca.gov/ch/handbook.pdf. For warehouses that accommodate more than 100 trucks per day, or more than 40 trucks with operating TRUs per day, a 1,000-foot separation between sensitive land uses (e.g., residential uses)[25] and the operating warehouse is recommended. Therefore, South Coast AQMD staff recommends that the Lead Agency review and consider these guidance documents when making local planning and land use decisions.

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[20] *Ibid*. Page 3.

[21] CARB. August 27, 1998. Resolution 98-35. Accessed at: http://www.arb.ca.gov/regact/diesltac/diesltac.htm.

[22] South Coast Air Quality Management District. *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

[23] South Coast AQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When South Coast AQMD acts as the Lead Agency, South Coast AQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

[24] South Coast AQMD. May 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Accessed at: http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document.

[25] CARB. *Air Quality and Land Use Handbook: A Community Health Perspective*. Page 4. Accessed at: https://www.arb.ca.gov/ch/handbook.pdf.

8. <u>Additional Recommended Mitigation Measures</u>

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts during construction and operation, and in addition to Mitigation Measure 5-1 South Coast AQMD staff has compiled a list of additional recommended mitigation measures as guidance that the Lead Agency should review for incorporation in the Final MND. For more information on potential mitigation measures as guidance to the Lead Agency, please visit South Coast AQMD's CEQA Air Quality Handbook website[26].

Mitigation Measures for Construction Air Quality Impacts

a) Maintain equipment maintenance records for the construction portion of the Proposed Project. All construction equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their construction contractor(s) should be made available for inspection and remain on-site for a period of at least two years from completion of construction.

Mitigation Measures for Operational Air Quality Impacts from Mobile Sources

b) In the MND, the Lead Agency included information about available EV charging stations at a nearby shopping center to the Proposed Project. While it is important to inform employees working at the Proposed Project that EV charging stations are available at another location that is in close proximity to the Proposed Project, the Lead Agency should require EV charging stations and supporting infrastructure be provided at the Proposed Project as a design feature or mitigation measure. The California Green Building Standards Code (CALGreen) establishes minimum mandatory and voluntary standards for plan and design of sustainable site development and energy efficiency[27, 28]. Under the CALGreen Code (23 CCR Part 11), mandatory standards include planning for inclusion of EV charging stations or designated spaces capable of supporting future charging stations[28].Therefore South Coast AQMD staff recommends that the Lead Agency incorporate the following mitigation measure into the Final MND.

- *Require at least five percent of all vehicle parking spaces include electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. The Lead Agency should also include analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures (e.g., EV charging stations) in the Energy and Utilities and Service Systems Sections of the Final MND, where appropriate. To ensure implementation of EV technology to support the 4,127 passenger car equivalent trips that will visit the Proposed Project site daily, the Lead Agency shall install solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility and/or EV charging stations.*

c) The City shall require the use of zero-emissions (ZE) or near-zero emissions (NZE) on-road vehicles and off-road equipment during operation, such as trucks with natural gas engines that meet the CARB's adopted optional NOx emission standard of 0.02 grams per brake horsepower-

[26] South Coast AQMD. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.
[27] 2016 California Green Building Standards Code California Code of Regulations, Title 24, Part 11. California Building Standards Commission. January 1, 2017. Accessed at: https://www.ladbs.org/docs/default-source/publications/codeamendments/2016-calgreen_complete.pdf.
[28] MND. Page 51.

hour (g/bhp-hr). At a minimum, the City may require that operators commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks and equipment. To monitor and ensure ZE, NZE, or 2010 model year or newer trucks are used at the Proposed Project, the City should require that operators maintain records of all trucks and equipment associated with the Proposed Project's operation, and make these records available to the City upon request. Alternatively, the City should require periodic reporting and provision of written records by operators, and conduct regular inspections of the records to the maximum extent feasible and practicable. To facilitate implementation of this mitigation measure, the City shall require operators of the proposed facilities to provide the vendor trucks information to incorporate energy efficiency improvement features through the Carl Moyer Program – including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires – to reduce fuel consumption.

d) Limit the daily number of truck trips allowed at the Proposed Project to the level that was analyzed in the MND (e.g., 305 daily truck trips). If higher daily truck volumes are anticipated during operation than what were analyzed in the MND, the Lead Agency should commit to re-evaluating the Proposed Project's air quality and health risks impacts through a CEQA process prior to allowing higher truck activity levels (CEQA Guidelines Section 15162).

e) Design the Proposed Project such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.

a) Establish area(s) within the Proposed Project site for repair needs and ensure that these designated areas are away from any sensitive receptors.

Mitigation Measures for Operational Air Quality Impacts from Area Sources

b) Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.

c) Maximize the planting of trees in landscaping and parking lots.

d) Use light colored paving and roofing materials.

e) Utilize only Energy Star heating, cooling, and lighting devices, and appliances.

9. <u>South Coast AQMD Rule 403(e), Permits, and Responsible Agency</u>

The Lead Agency included a discussion of general compliance with South Coast AQMD Rule 403 – Fugitive Dust in the MND[29]. Since the Proposed Project is a large operation of approximately 75 acres[30] (50-acre sites or more of disturbed surface area; or daily earth-moving operations of 3,850 cubic yards or more on three days in any year) in the South Coast Air Basin, the Lead Agency is required to comply with Rule 403(e) – Additional Requirements for Large Operations[31]. Additional requirements may include, but are not limited to, Large Operation Notification (Form 403 N), appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control in the South Coast Air Basin training class[32].

[29] MND. Page 12.
[30] *Ibid*. Page 4.
[31] South Coast AQMD. Rule 403. Last amended June 3, 2005. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf.
[32] South Coast AQMD Compliance and Enforcement Staff's contact information for Rule 403(e) Large Operations is (909) 396-2608 or by e-mail at dustcontrol@aqmd.gov.

Therefore, South Coast AQMD recommends that the Lead Agency include a discussion to demonstrate specific compliance with South Coast AQMD Rule 403(e) in the Final MND. Compliance with South Coast Rule 403(e) will further reduce regional and localized emissions from particulate matters during construction.

The Proposed Project includes operation of manufacturing and warehouse uses. In the event that a permit from South Coast AQMD is required, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Final MND. Any assumptions used in the Air Quality Analysis in the Final MND will be used as the basis for permit conditions and limits for the Proposed Project. Generally, operation of portable engines and portable equipment units of 50 horsepower (hp) or greater that emit particulate matter require a permit from South Coast AQMD or registration with the Portable Equipment Registration Program (PERP) through CARB[33]. The Lead Agency should consult with South Coast AQMD's Engineering and Permitting staff to determine if the Proposed Project will involve uses of equipment requiring a South Coast AQMD permit or if registration under the PERP through CARB[34]. Should there be any questions on permits, please contact the South Coast AQMD's Engineering and Permitting staff at (909) 396-3385. For more general information on permits, please visit South Coast AQMD's webpage at: http://www.aqmd.gov/home/permits. For more information on the PERP Program, please contact CARB at (916) 324-5869 or visit CARB's webpage at: https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp.

[33] South Coast Air Quality Management District. *Portable Equipment Registration Program (PERP)*. Accessed at: http://www.aqmd.gov/home/permits/equipment-registration/perp.
[34] *Ibid.*

BLUM | COLLINS LLP

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February 10, 2020

Joanne Coletta City of Corona 400 S. Vicentia Avenue Corona, CA	***By Hand and U.S. Mail***

Re: *Latitude Business Park,* Mitigated Negative Declaration

Dear Ms. Coletta and the City of Corona:

This letter constitutes further comments under the California Environmental Quality Act ("CEQA") on behalf of the Golden State Environmental Justice Alliance on all approvals related to the above-cited project ("the Project") and its Mitigated Negative Declaration ("MND"), a Notice of Completion for which went out on January 7, 2020. The comment deadline was marked on a Saturday, which makes our comments, provided to you by hand at the hearing on the Project, timely.

Project Site Description

The MND defines the Project as a "business park" comprising 15 separate buildings on 75 acres of land with over 1,000,000 square feet of construction. While the MND assumes only 535,205 square feet of the Project will be devoted to warehouse facilities, the Project is located directly adjacent to the I-15, and it is highly likely that this speculative construction will lead to a great deal more warehouse space than is anticipated. It is also unclear if you modeled refrigerated warehouse space in the air quality and GHG modeling (the GHG modeling is also not disclosed), or the traffic modeling for that matter.

Air Quality

There are single family residences to the north of the Project site, but it is not clear that you conducted an operational Health Risk Assessment, and if you did you did not disclose it.

Your MND assumes the use of Tier 4 compliant engines for construction, but there is no guarantee that such construction equipment will be available, because it is in very scarce supply in California, and there is very high demand for it.

EXHIBIT M

The Project assumes only 4,127 daily trips despite its large size and devotion at least in part to warehouse uses. The traffic study was not supplied. The MND does not provide us with sufficient documentation to conclude that impacts will be less than significant.

Biological Resources

The biological reconnaissance survey was conducted by one ECORP biologist over a period of 2 hours and 15 minutes on one day in May of 2019. It would be impossible to characterize all the flora and fauna on this large of a site in that time period. The MND acknowledges that there is a "small patch" of Riversidean sage scrub associated with the western slopes adjacent to I-15. The map provided indicates that it is more than a small patch, and this scrub can provide habitat for the coastal California gnatcatcher, CAGN, as well as the Bell's sage sparrow, a fact that is not noted in the MND. Instead, the MND identifies all 53 special status species as "presumed absent."

The MND assumes that the narrow area identified as a Conservation Easement as a result of the Crossings project across the street will survive despite the heavily industrial Project that will be put adjacent to it. There is no basis for this assumption.

The MND does not produce a report of the Burrowing Owl survey that was supposedly done (though we wonder when, in light of the 2 hours and 15 minutes total devoted to the site). For that matter, the MND does not produce any additional reports, though many are referred to in the MND itself. This violates CEQA.

Additional Comments

The MND does not openly evaluate the GHG impacts although apparently they were modeled. This violates CEQA, and the Project's GHG impacts are likely to be significant.

We request that you advise us immediately when the responses to the comments on the MND are made available by mail and email at collins@blumcollins.com and bentley@blumcollins.com, and that we be placed on the list of parties to be notified of all actions relating to this Project under Public Resources Code section 21092.2. Please forward this request to the City.

Thank you for your consideration.

Sincerely,

Hannah Bentley

Hannah Bentley

February 19, 2020

Responses to Comments from SCAQMD, Attorney General, CDFW and Blum Collins LP Letters on Latitude Business Park Mitigated Negative Declaration

The following comments are responses to the comments received by the city for the Latitude Business Park MND. The California Environmental Quality Act (CEQA) does not require the city to respond in writing to comments submitted on an MND during public review. However, the comments must be considered by the city before approving a project. The city in this case is providing written responses as a way of answering questions for the public and for the Planning and Housing Commission.

To provide clarification on why an MND was prepared for the Latitude Business Park, as opposed to an Environmental Impact Report (EIR), the following summarizes the types of environmental documents that are allowed by CEQA.

Per CEQA Guidelines §15063, the city prepared an initial study to determine if the project may have significant effect on the environment. The information provide in the initial study summarizes technical studies prepared for the project. This data is used to demonstrate if the project would operate within an adopted threshold of significant. If the results of the initial study show that a project is non-compliant with a threshold of significant and would result in a significant effect on the environment even with the implementation of mitigation, then an EIR shall be prepared (CEQA §15064).

However, CEQA §15064(f) goes on to say the decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency. If the lead agency determines there is substantial evidence in the record that the project may have a significant effect on the environment but the lead agency determines that revisions in the project plans or proposals made by, or agreed to by, the applicant would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment then a mitigated negative declaration shall be prepared (CEQA §15064(f)(2)).

CEQA also clearly states what is not considered substantial evidence in determining whether an EIR shall be prepared. CEQA §§15064(f)(4) and 15064(f)(5) state:

> *"(4) The existence of public controversy over the environment effects of a project will not require preparation of an EIR if there is no substantial evidence before the agency that the project may have a significant effect on the environment".*
>
> *"(5) Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts".*

Based on the data provided in the technical studies prepared for the project, the initial study demonstrates that the project may have potentially significant effects, but these significant effects are capable of being mitigated to a point where clearly no significant effects would occur; and there is no substantial evidence, in light of the whole record before the city, that the project may have a significant effect on the environment (CEQA §15070(b)). Therefore, the city prepared a Mitigated Negative Declaration.

EXHIBIT N

South Coast AQMD Letter dated February 7, 2020	
Comment	Response
1. Localized Significance Thresholds (LST) Analysis for CO and PM2.5: The Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards to determine the level of significance[13]. However, the Lead Agency did not analyze the localized air quality impacts for CO or PM2.5 in the MND. South Coast AQMD staff recommended that the Lead Agency analyze the Proposed Project's localized air quality impacts from construction activities for CO and PM2.5 and compare those emissions to the most stringer air quality standards, or provide reasons.	1. PM 10 and PM 2.5 have a threshold of 10.4 µg/m3. The project emissions for PM 10 were found to generate emissions less than 10.4 µg/m3. Given that project PM 10 emission are higher than project PM 2.5 emission, the LST impacts from PM 2.5 would also be less than 10.4 µg/m3. LSTs for CO were not calculated because ambient air quality data for CO is no longer monitored within the County of Riverside or at least the data isn't readily available. CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80 percent in the peak 8-hour concentration since 1986 (See Table 5 on page 8). It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.
2. Cold Storage Facilities: Based on reviews of the MND and the Air Quality Assessment, South Coast AQMD staff found that the "unrefrigerated warehouse-no rail" land use category was selected in CalEEMod to quantify emissions. Since one of the uses for the Proposed Project is cold storage facilities, it is reasonably foreseeable that transport refrigeration units (TRUs) may be used at the Proposed Project. To conservatively analyze a worst-case impact scenario from the use of TRUs during operation, the Lead Agency should calculate the Proposed Project's emissions from TRUs that will visit the Proposed Project or provide justification for not including the calculation in the Find MND.	2. The project would not include cold storage therefore emissions from Transport Refrigeration Units was not analyzed. Additionally, as a condition of approval for the project for Precise Plan 2019-0001 (PP2019-0001), *the city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.* The specific plan amendment would be processed by the city after approval of the project and prior to the issuance of a building permit.

3. Project Trip Generation Forecast: The MND and technical appendices included two project trip generation forecast numbers. South Coast AQMD staff recommends that the Lead Agency clarify which project trip generation forecast was used to quantify the Proposed Project's emissions from mobile sources and revise the air quality analysis based on one project trip generation forecast.	3. The CalEEMod was updated to reflect the Supplement Traffic Analysis dated November 29, 2019 and the land uses in the Updated Project Trip Generation Forecast provided in Table A of Supplemental TIA. The Supplemental TIA was used in the MND. The trip generation in the Supplemental TIA is lower than the initial TIA dated September 23, 2019. The updated CalEEMod dated February 13, 2020 is attached as Attachment B.
4. Air Quality Impact Analysis – Vehicle Miles Traveled: The Lead Agency used a trip length of 9.37 miles to quantify the Proposed Project's operational emissions from mobile sources, but did not discuss how this trip length was calculated in the MND. South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND as substantial evidence to support the use of 9.37 miles.	4. The CalEEMod file was updated to reflect the yearly VMT that was estimated by FEHR & PEERs for the project. See Page 19 of the AQ report. This VMT was based on the initial traffic study dated September 23, 2019. Because the project was reduced from 1,124,294 square feet to 1,074,771 square feet and resulted in a redistribution of industrial park, manufacturing and warehouse uses in the Supplemental TIA dated November 29, 2019, the VMT was reduced. The VMT went from 14,076,400 to 10,802,025. The updated model used the 10.8M VMT assumption. The model was adjusted so that all emissions would occur during the weekdays only which pushed the miles per trip to 19.02 miles. With the updated VMT, the project is still within allowable thresholds established by AQMD. The updated tables are shown as Tables 1-4 on pages 8 and 9, and are verified by the updated CalEEMod dated February 13, 2020 (Attachment B). This updated information will be included in the Final MND.
5. Fleet Mix: The Lead Agency prepared a traffic impact analysis to identify the fleet mix specific for the Proposed Project. However, based on reviews of the Air Quality Assessment technical appendix, South Coast AQMD staff found that the Lead Agency used the default fleet mix in CalEEMod, which is different from the project-specific fleet mix. South Coast AQMD staff recommends that the Lead Agency re-calculate the Proposed Project's emissions by using project-specific fleet mix in the Final MND. If it is more appropriate to use the default fleet mix to	5. The fleet traffic percentages were updated in the CalEEMod dated February 13, 2020, to reflect the project's trucks which would be 80 - two axel, 72 - three axel and 153 – four axel daily trucks. The revised emissions were found to only slightly increase and would remain less than significant. The updated tables are shown as Tables 1-4 on pages 8 and 9 and verified by the updated CalEEMod dated February 13, 2020 (Attachment B).

quantify the Proposed Project's emissions than project-specific fleet mix from the traffic impact analysis, the Lead Agency should include an explanation in the Final MND.	
6. Health Risk Assessment Analysis during Operation: Operation of the Proposed Project generates and attracts heavy-duty, diesel-fueled trucks. Although the Lead Agency prepared a construction HRA analysis to analyze health risk impacts to nearby residents from construction activities, health risks to residents during the operational phase were not analyzed and should be included in the Final MND.	6. An operational health risk assessment will be included in the Final MND. impacts from large distribution centers involving a large number of trucks have been analyzed. Additionally, the applicant is required to provide signage that would direct trucks to use Cajalco Road as opposed to using Temescal Canyon Road (north) when exiting the project site. Therefore, truck traffic is being directed away from the residential properties. Furthermore, it should be noted that diesel engines are continuously changing and exhaust systems are better at capturing diesel particulates.
7. Guidance Regarding Warehouses Sited Near Sensitive Receptors: South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. For warehouses that accommodate more than 100 trucks per day, or more than 40 trucks with operating TRUs per day, California Air Resources Board (CARB) recommends a 1,000-foot separation between sensitive land uses (e.g., residential uses) and the operating warehouse. Therefore, South Coast AQMD staff recommends that the Lead Agency review and consider the guidance when making local planning and land use decisions.	7. Comment noted. The city annexed the property from the unincorporated area of Riverside County in 2001. The project was zoned light industrial in the county and the city maintained the light industrial zone on the property. As indicated in the initial study, the project site was historically used for the mining of sand. Therefore, industrial type operations have occurred on the project site for decades. The project is being developed in accordance with the site's light industrial zoning and Light Industrial General Plan designation.
8. Additional Recommended Mitigation Measures: In the MND, the Lead Agency provided information about nearby electric vehicle (EV) charging stations that could be used by employees during operation. The Lead Agency should require EV charging stations be provided on the Proposed Project site, or at a minimum, require appropriate infrastructure to facilitate sufficient EV charging stations. Additionally, to further reduce the Proposed Project's construction and long-term emissions, South Coast AQMD staff recommends a list of new mitigation measures that the Lead Agency should review and incorporate in the Final MND.	8. New construction projects are required to comply with the California Green Building Standards Code (2019). In this particular case, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. Based on this table, the project would be required to provide EV charging stations at six percent of the total number of actual parking spaces. Compliance with the California Green Building Standards Code is checked by city staff during the plan

	check process and prior to the issuance of a building permit. This language will be added in the project's initial study discussion prior to approval of the Final MND.
9. South Coast AQMD Rule 403(e), Permit, and Responsible Agency: Since the Proposed Project is greater than 50 acres, it is subject to specific requirements under South Coast AQMD Rule 403(e) and should be discussed in the Final MND. Additional information on South Coast AQMD permits is included as resources to the Lead Agency.	9. The Final MND will include discussion regarding Rule 403(e) and mitigation to ensure compliance. For example: The project shall implement methods to reduce particulate emission from paved and unpaved roads, parking lots, and road and building construction, as required by the Southern California Air Quality Management District. These methods include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction. • Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). • Replacing ground cover in disturbed areas as quickly as possible.

	• Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads. The above methods shall be noted on the project's approved grading plans, and the developer shall provide the city's public works inspector a construction maintenance plan based on the methods described above at the time of the project's pre-construction meeting between the city and developer.

Summary of Results from the updated CalEEMod dated February 13, 2020

CalEEMod Worksheet Provided in Attachment B

Table 1: Revised Model Land Use

Land Use	Size	Metric
General Light Industry	205.77	1000sqft
Industrial Park	174.06	1000sqft
Manufacturing	159.74	1000sqft
Unrefrigerated Warehouse-No Rail	535.21	1000sqft
Parking Lot	2,247.00	Space

Table 2: Updated Construction to reflect Table 1 and Revised Traffic Study

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
Worst Case Construction	39.94	39.40	68.12	0.23	18.27	0.30	18.33	9.98	0.28	10.05
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	**-**	**-**	**150**	**-**	**-**	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	**-**	**-**	**No**	**-**	**-**	**No**

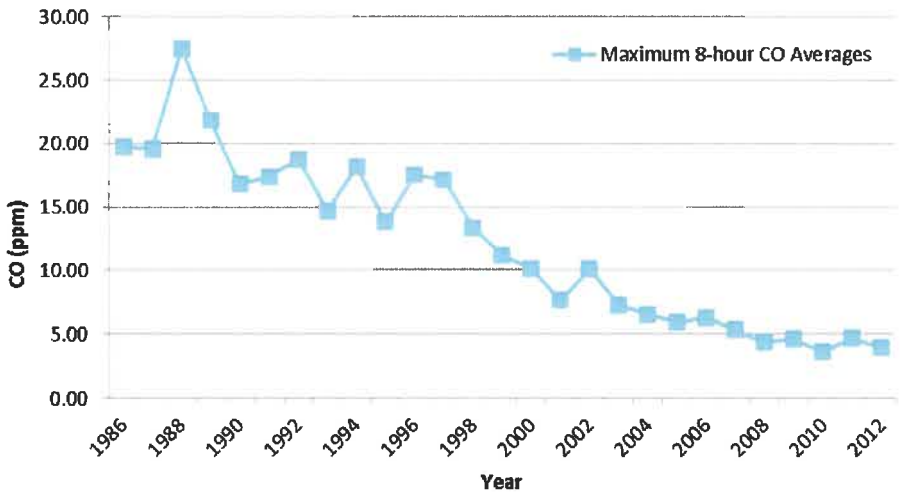
Table 3: Updated Operations to reflect Table 1 and Revised Traffic Study

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	**31.45**	**48.35**	**101.56**	**0.43**	**32.95**	**9.26**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Total with Design Features (Lb/Day)	**31.22**	**49.36**	**94.97**	**0.41**	**32.96**	**9.26**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Table 4: Expected Daily Pollutant Generation as modeled in the original AQ analysis

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	**31.24**	**36.07**	**100.09**	**0.38**	**31.95**	**8.78**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Total with Design Features (Lb/Day)	**30.96**	**36.92**	**93.59**	**0.36**	**31.95**	**8.79**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

Table 5: SCAB 24-Hour Average Concentration CO Trend



Source: CARB

The most recent year where 8-hour concentration data is available is 2012.

Department of Justice/Attorney General Letter dated February 7, 2020	
Comment	Response
1. The Project is located at the northwest corner of Tom Barns Street and Temescal Canyon Road, at the intersection of a large residential area in Southeastern Corona and the unincorporated community of El Cerrito. There are single-family homes immediately across Liberty Avenue along the northern border of the Project and a sprawling neighborhood on the other side of Interstate 15 to the west. According to 2013 – 2017 data from the American Community Survey, there are at least 775 people living within 1,000 feet of the Project, 55 percent of whom are people of color. There are also sensitive receptors near the Project, including the El Cerrito Outdoor Sports Park 0.3 mile to the north, the El Cerrito Middle School 0.4 mile to the north, and the Gumdrop Kids Daycare 0.9 mile to the southwest. All of these community residents will be exposed to the Project's environmental impacts. The neighborhoods surrounding the Project already face disproportionately high levels of pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the Project's census tract has more pollution than 88 percent of census tracts in California. The census tracts to the north and east of the Project have even greater pollution burdens. Most of the pollution problems in the Project's census tract and the surrounding area are attributable to serious air quality issues in the community—the tracts are in the 93rd – 94th percentile for PM2.5 and the 85th – 91st percentile for ozone. The air pollution in Corona and surrounding areas grows dramatically each year due to the rapid expansion of the logistics industry in the Inland Empire. Over just the past decade, more than 150 million square feet of industrial spaces, which includes mostly warehouses, have been built in this region. These warehouses, and the dozens of approved warehouses that are still under construction, attract diesel trucks and the accompanying air pollution into residential neighborhoods. As a result, the South Coast Air Basin, which contains the Inland Empire and the	1. The AG's comment conclusively (and improperly) presumes that the Project will exacerbate and increase air quality impacts to residents in and around the Project site without reference to, or any acknowledgment of, the actual air quality analysis set forth in the IS/MND or the associated mitigation measures to be implemented as part of the Project that are designed to mitigate, reduce and/or eliminate environmental impacts. The IS/MND fully analyzed the Project's physical impacts on the environment, including health risk impacts. *All* projects, to some extent, exacerbate and increase air quality impacts to residents, given that most project's add mobile source emissions to the environmental baseline. Additionally, the initial air quality assessment dated June 24, 2019, used a total project square footage of 1,124,294 square feet. The CalEEMod output sheets showed 519,665 square feet of warehouse, 456,629 square feet of industrial and 148,000 square feet of office. The project information used in the air quality analysis was taken from the project's traffic analysis dated June 12, 2019. The CalEEMod results were summarized and provided in the IS/MND which showed the project's construction and operation within AQMD thresholds. The project was later revised to a smaller square footage totaling 1,074,771 square feet. The revised square footage was demonstrated in the project's Supplemental Traffic Impact Analysis dated November 20, 2019. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The square footage breakdown in the Supplemental TIA was 174,055 square feet of industrial park, 205,767 of light industrial, 159,744 of manufacturing and 535,205 square feet of warehouse. The CalEEMod has since been updated to reflect the above square footages and additionally included the parking lot covering 2,247 parking spaces. The revised air quality analysis continued to show the project within the emission thresholds established by AQMD. A summary of the results is provided in Tables 1-4 on pages

Project site, is designated as a non-attainment area for ozone and PM2.5 by the EPA and as a non-attainment area for ozone, PM10, and PM2.5 by CARB. The Project will add even more air pollution to this highly burdened area.	7 and 8 of these responses, and in the updated CalEEMod sheets provided as Attachment B. The project continues to have a less than significant impact in air quality emissions. This latest information will be updated in the Final MND.
2. The project description in insufficient. The CEQA Guidelines require an initial study to describe the project. Project descriptions should contain all details that are essential components of a project since an "accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity." In this case, the MND's project description does not adequately describe the Project because it omits key details that are essential for accurately assessing the Project's environmental impacts. First, even though the Traffic Impact Analysis for the Project states that the Project will include a "high-cube warehouse use area," the MND's project description does not describe the Project's warehouse facilities with any specificity, including how much square footage can accommodate high-cube warehouse activities or which types of activities will occur in the Project's warehouses. These details are important since high-cube warehouses generate significantly more truck traffic, noise, and air quality impacts than other types of warehouses, and the scope of impacts vary depending on the type of operations that occur at the warehouses. According to the Institute of Transportation Engineers, a high-cube warehouse typically has at least 200,000 square feet of floor space and can serve as a fulfillment center, parcel hub, cold storage facility, transload facility, or a short-term storage building. Since the Project includes at least two large buildings that could be used as high-cube warehouses, the project description should clearly state whether these buildings, or any other buildings at the Project, will be equipped as high-cube warehouses, how much space will be used for high-cube warehouse activities, and the types of operations that will occur in these areas.	2. The IS/MND contains adequate project information. The AG's comment that the project description contained in the IS/MND omits several key details and was therefore prepared in violation of CEQA fails to account for the CEQA Guidelines, which specifically describe the required contents of an Initial Study/Mitigated Negative Declaration. CEQA Guidelines section 15063 (d) states that an Initial Study/Mitigated Negative Declaration shall contain in brief form: (1) A description of the project, including the location of the project; (2) An identification of the environmental setting; (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found; (4) A discussion of ways to mitigate any significant effects identified; (5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls; (6) The name of the person or persons who prepared or participated in the Initial Study. The Latitude Business Park IS/MND provides the above information in brief form as required by CEQA Guidelines § 15063 (d). The Project information provided in the IS/MND describes the scope of the Project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate

Second, the Project's Noise Study briefly states that trucks utilizing the Project's parking spaces and loading docks will "consist of regular trucks and refrigerated trucks," but the MND fails to include any discussion of whether the Project will have cold storage facilities.[11] If the Project's buildings have cold storage, the Project's environmental impacts could be dramatically greater since refrigerated trucks produce substantially more air pollution and greenhouse gas emissions than trucks that visit standard storage facilities. As explained by CARB: Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby. This critical detail should be disclosed in the MND. Third, the MND's project description fails to describe how many parking spaces will be provided for vehicles other than trucks. This is an important aspect of the Project considering its large size, and is information that is necessary to accurately assess traffic, noise, and air quality impacts. Without this information, there is no way to correctly determine how many passenger cars will visit the Project site, which is critical to accurately assessing the Project's environmental impacts. Therefore, the project description should fully disclose the planned parking spaces for the Project.	and provides the reader an understanding of the Project being discussed in the IS/MND. Additionally, the technical studies were also cited throughout the document based on the Project. The technical studies were made available to the public on the City's website and were placed in the same location where the IS/MND was made available. Therefore, the public has access to the information being referenced in the IS/MND and there is no grounds for finding the IS/MND's Project Description insufficient or inadequate in any way. The project site is a vacant former surface mine that produced sand until it closed in 1997. The project site is located in the El Cerrito Specific Plan, which designates the site as LI (Light Industrial). The property is also within the City's light industrial General Plan designation. The proposed site plan arranges 15 buildings, ranging in size from 18,234 to 253,799 square feet, on the site. The project description also mentions the amount of building square footage for industrial park, light industrial and warehouse. Many of the uses that the AG's office and others request analysis of are not proposed. Under the AG's theory, a residential developer proposing a medium-density development would need to analyze a high-density development even if not proposed. Also, as a condition of approval for the project for Precise Plan 2019-0001 (PP2019-0001) *the city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.*
3. The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects. To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about a project's potential impacts. If a lead agency fails	3. The AQ's letter incorrectly suggests that the Air Quality analysis uses outdated models. The report was written in June of 2019 and used the latest model at that time. The recommended and approved air quality model is CalEEMod 2016.3.2. and has EMFAC 2014 built into it. At the time of the report being prepared, EMFAC 2014 was the approved model.

to analyze a certain aspect of a project's potential environmental impact, a court may conclude that the limited facts in the record support a fair argument that the project may have a significant environmental impact. CEQA's requirements for full disclosure are not satisfied if an environmental impacts analysis uses outdated models and inaccurate information, as the Project's Air Quality Assessment did here. First, the MND's Air Quality Assessment uses CARB's outdated 2014 Emission Factors Model (EMFAC2014) to calculate air emissions from mobile sources instead of the current model (EMFAC2017). This difference is significant since EMFAC2017 uses the latest scientific data available to evaluate environmental impacts. For example, the new model includes higher NOx emissions, PM emissions, and idling emissions rate for heavy-duty trucks. Considering the serious air quality problems already present in the communities surrounding the Project, it is essential for the MND to provide accurate estimates of how the Project will contribute to air pollution. Corona should use the current EMFAC2017 model to assess the Project's mobile source emissions.	The EMFAC 2017 was adopted a few months after the report was written but this model still hasn't been incorporated into CalEEMod 2016.3.2. CalEEMod 2016.3.2 is expected to be updated in the future but the exact date has not been disclosed by SCAQMD. Also, the comment letter provided by SCAQMD did not indicate that the city used an outdated CalEEMod for the project. Therefore, the modeling used for this project is still sufficient for the city to use for CEQA.
4. In addition, the Air Quality Assessment uses only three land use designations to analyze emissions—office park, industrial park, and unrefrigerated warehouse—even though the MND states the Project will host additional land uses that typically have serious environmental impacts. As previously discussed, the MND's Traffic Impact Analysis states that the Project will include a high-cube warehouse area, but the Air Quality Assessment fails to analyze the environmental impacts from this particular land use type. Similarly, the MND's Noise Study indicates that refrigerated trucks will visit the Project, but the Air Quality Assessment fails to analyze the impacts from using the Project for cold storage or the associated refrigerated trucks that will visit the Project. The MND also claims that the Project	4. The initial air quality assessment dated June 24, 2019, used a total project square footage of 1,124,294 square feet. The CalEEMod output sheets showed 519,665 square feet of warehouse (unrefrigerated space), 456,629 square feet of industrial and 148,000 square feet of office. The project information used in the air quality analysis was taken from the project's traffic analysis dated June 12, 2019. The CalEEMod analysis utilized the Industrial Park land use which is a more conservative options since energy usage in an industrial park is higher than manufacturing, and water and solid waste is the same intensity with respect to water and solid waste usage. Therefore, the analysis would adequately represent the proposed project. Data verification for each use can be identified within Appendix D of the CalEEMod User Guide provided by South Coast,

will include 159,744 square feet of manufacturing activities, but this land use is similarly ignored in the Air Quality Assessment. Corona should revise its Air Quality Assessment to include an accurate and complete assessment of emissions from all of the Project's operations.	comparing manufacturing with industrial park. http://www.aqmd.gov/caleemod/user's-guide. Therefore, the CalEEMod results summarized and provided in the IS/MND showed the project's construction and operation within AQMD thresholds. The project was later revised to a smaller square footage totaling 1,074,771 square feet. The revised square footage was demonstrated in the project's Supplemental Traffic Impact Analysis dated November 20, 2019. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The square footage breakdown in the Supplemental TIA was 174,055 square feet of industrial park, 205,767 of light industrial, 159,744 of manufacturing and 535,205 square feet of warehouse. The CalEEMod has since been updated to reflect the above square footages and additionally included the parking lot covering 2,247 parking spaces. The revised air quality analysis continued to show the project within the emission thresholds established by AQMD. A summary of the results is provided in Tables 1-4 on pages 8 and 9 of these responses, and in the updated CalEEMod sheets provided as Attachment B. The project continues to have a less than significant impact in air quality emissions. This latest information will be updated in the Final MND.
5. Further, to estimate emissions from mobile sources, the Air Quality Assessment applies the same length of vehicle miles traveled for each analyzed land use type—only 9.37 miles. It is unclear what this mileage is based on, since it is unlikely that vehicles visiting the Project's very different land uses—warehouses, manufacturing buildings, industrial facilities, and offices —will all travel this identical and relatively short distance. The Project includes industrial, warehouse, and manufacturing uses, where heavy-duty trucks will be hauling consumer goods from the Project site to destinations all over California and potentially out of the State. Most of these destinations are much farther than 9.37 miles from the Project, including the Port	5. The CalEEMod file was updated to reflect the yearly VMT that was estimated by FEHR & PEERs. See Page 19 of the AQ report. Based on Response 1, the VMT went from 14,076,400 to 10,802,025. The new model prepared uses the 10.8M VMT assumption. The model was adjusted so that all emissions would occur during the weekdays only which pushed the miles per trip to 19.02 miles. With the updated VMT, the project is still within allowable thresholds established by AQMD. The updated tables are shown as Tables 1-4 on pages 7 and 8 of these responses, and are verified by the updated CalEEMod dated February 13, 2020 (Attachment B). The project

of Long Beach (approximately 35 miles to the west) and the San Bernardino International Airport (approximately 25 miles to the northeast). Considering the distances frequently traveled by trucks serving the logistics industry, the South Coast Air Quality Management District (SCAQMD) recommends that lead agencies use a default truck trip length of 40 miles one-way for air quality assessments. Some lead agencies calculate the appropriate truck trip length by averaging the distances between a project and the edge of the air basin in several directions. Even the California Emissions Estimator Model's (CalEEMod) default trip length for passenger cars is higher than the trip length for the Project—16.6 miles each way, although the SCAQMD often states in its comment letters that this length is not appropriate for industrial and warehouse projects. Regardless of which method is chosen, the MND should calculate vehicle trip lengths based on the actual likely destinations of trucks and passenger cars visiting the Project and explain the basis for the chosen trip lengths. In its current form, the MND's Air Quality Assessment is defective since it relies on a single, arbitrary trip length to analyze the Project's impacts. Finally, the Air Quality Assessment applies the same vehicle fleet mixture for each land use despite the vast differences between these uses. The most recent version of CalEEMod includes default vehicle fleet mixes that can be modified by the user since it is commonly understood that different types of land uses attract different types of vehicles at different rates. In particular, projects that contain warehouses tend to have far more trucks visiting their facilities than other land uses, so the SCAQMD recommends that lead agencies assume that 40 percent of vehicle trips from warehouses are from trucks. Thus, Corona's failure to analyze the emissions from the mix of vehicles that will visit the Project likely underestimates the emissions the Project will generate and renders the MND flawed.	continues to have a less than significant impact in air quality emissions. This latest information will be updated in the Final MND. Additional responses on air quality emissions is provided in the response letter from the applicant's legal counsel, Gresham Savage, dated February 14, 2020. This letter is included as Attachment A and the response is noted as item 3.

6. The MND fails to include an analysis of cumulative air quality impacts. The CEQA Guidelines mandate all assessments of environmental impacts to include an analysis of cumulative impacts that "take[s] account of the whole action involved." A proper cumulative impacts analysis considers the incremental impact of a project combined with the impacts of past, present, and reasonably foreseeable future projects. The analysis of a project's own impacts is an inquiry that is distinct from considering the project's cumulative impacts. If an initial study finds no significant cumulative impact, it must "[e]xplain[] the reasons for determining that potentially significant effects would not be significant." In this case, the MND fails to include any discussion of cumulative air quality impacts, and the MND's Air Quality Assessment assumes the Project will have no cumulative impacts since it did not find any significant air quality impacts from the Project itself. This conclusory assertion ignores CEQA's requirements for cumulative impacts assessments. Further, given the Project's location in a community that already suffers from serious air pollution concerns, it is essential that the MND includes a proper cumulative impacts analysis. Even if the Project's air quality impacts may not be significant in isolation, they become more concerning when combined with the pollution produced by other nearby warehouses and industrial sites. This failure to analyze cumulative impacts renders the MND inadequate and unlawful.	6. CEQA Guidelines § 15064(h)(3) states a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program (*example: water quality control plan, air quality plan, integrated waste management plan*). As identified in the IS/MND and in the updated CalEEMod dated February 13, 2020, the project's emissions would be less than SCAQMD's CEQA significance thresholds. Also, the project was required to use Tier 4 diesel construction equipment during construction. In response to the comments from SCAQMD, the Final MND will also provide additional discussion on the project's compliance with Rule 403(e). Those recommendations are in SCAQMD response 9. Therefore, the project's contribution to cumulative impacts would be less than significant.
7. The MND fails to analyze the project's consistency with Corona's General Plan. The CEQA Guidelines require an initial study to examine whether a project "would be consistent with existing zoning, plans, and other applicable land use controls. Despite this requirement, the MND quickly concludes that the Project does not conflict with Corona's General Plan since the Project site does not have to be rezoned from light industrial use. The MND does not analyze whether the Project will conflict with any policies in Corona's General Plan, including several policies that will apply to the Project:	7. The AG states the IS/MND fails to adequately analyze the Project's consistency with certain adopted and un-adopted policies of the General Plan. "State law does not require perfect conformity between a proposed project and the applicable general plan" because "it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan." (*Pfeiffer v. City of Sunnyvale City Council* (2011) 200 Cal.App.4th 1552, 1563.) "A project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct

Policy 1.8.12: Requires "nonresidential uses be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units"; Policy 1.12.8: Requires new industrial properties to "be compatible with adjoining uses in consideration of the following principles: … Location of driveways to minimize conflicts with adjoining uses," and "[m]itigation of noise, odor, lighting"; and Policy 1.12.11: Requires "heavy truck and vehicle access in industrial areas be managed to ensure that it is safe and efficient and minimizes noise, odor, vibration, and safety impacts on adjoining uses." Corona also has new proposed policies in its Draft 2040 General Plan Update that, if adopted, will apply to the Project. Pursuant to SB 1000's requirements, the General Plan Update includes several policies designed to reduce impacts in environmental justice communities: Policy HC-2.1: Requires proposals for new industrial uses to "incorporate the adequate use of setbacks, barriers, landscaping, or other design measures as necessary to minimize air quality impacts and achieve appropriate health standards"; and Policy HC-2.2: "Designate and maintain truck routes that … avoid[] residential areas, schools, or other sensitive land uses so as to minimize exposure to the noise, air pollution, and vibration associated with trucks." Since the MND fails to discuss the Project's consistency with the policies contained in Corona's General Plan, the MND's assessment of land use impacts is flawed.	their attainment." (*Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 238, citing *Sequoyah Hills Homeowners Ass'n v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) To be consistent, a project must simply be "compatible" with the objectives, policies, general land uses and programs specified. (*Sequoyah Hills, supra*, 23 Cal.App.4th at pp. 717–718; *Families Unafraid to Uphold Rural etc. v. County v. Board of Supervisors (*"FUTURE") (1998) 62 Cal.App.4th 1332, 1336.) The IS/MND clearly indicated the project site is zoned and has a General Plan designation of Light Industrial, which was established in city's 2004 General Plan Update. Additionally, the transportation/traffic discussion (item f) in the IS/MND indicates that all project traffic and access will come from Tom Barnes Road and not from the streets (Liberty/La Gloria Avenue) shared with the residential properties to the north. The aesthetics discussion in the IS/MND also describes the grade difference between the project site and the adjacent residents to the north with the project site being an average of 47 feet lower. Cross sections were also provided showing the extensive landscape buffer between the project site and the residents as well as a conceptual landscape plan. This discussion further proves the project's compliance with certain General Plan policies. As set forth in the findings of project approval prepared in the staff report for the project (PP2019-0001), the Project is consistent with and will further the Light Industrial land use designation of the General Plan because this land use is intended to accommodate uses similar to those proposed for the Project, including low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks. Further, findings are included showing the Project's consistency with General Plan Policy Nos. 1.4.3, 1.12.1, 1.12.3, 1.12.6, 1.12.8, 1.12.11, 10.3.2, 10.4.4, 10.5.1, and 10.5.3. There is no requirement that the Project analyze or ensure compatibility with the Policies outlined in the AG's February 7, 2020, letter, including those policies that are yet to be adopted or implemented by the City as part of its 2040 General Plan Update.

8. CEQA requires a lead agency to adopt all feasible mitigation measures that minimize the significant environmental impacts of a project.[35] An MND's mitigation measures must be specific, binding, and enforceable through permit conditions, agreements, or other legally binding instruments. In this case, the Project's MND lists potential significant impacts to air quality, noise, geology, transportation/traffic, and biological resources, but finds that a handful of mitigation measures will make those impacts less than significant. The mitigation measures proposed by the MND are insufficient to protect the community from significant environmental impacts, especially given the Project's close proximity to residents and other sensitive receptors. For example, the MND checklist states that the Project may "[e]xpose sensitive receptors to pollutants," but the MND only includes one mitigation measure to address this potentially significant impact: "The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment." This measure is a good way to reduce construction impacts, but is not the only method that should be used to lower the Project's air quality impacts during construction. Further, the MND fails to include any mitigation measures that address air quality impacts from the Project's operations. We urge Corona to consider adopting additional specific, binding, and enforceable mitigation measures to address the Project's air quality impacts from its construction and operation. Please see Attachment A for a list of air quality, noise, and traffic measures that would further mitigate the Project's impacts on the surrounding communities. These measures have been adopted in comparable or smaller projects, indicating that they are feasible.	8. CEQA does not require the consideration of mitigation measures for insignificant impacts." (*Santa Clarita Org. for Planning the Env't v. City of Santa Clarita* (2011) 197 Cal. App. 4th 1042, 1058. A lead agency need only adopt mitigation measures to ensure the project has a less than significant impact. The Final MND will include discussion regarding Rule 403(e) and mitigation to ensure compliance. For example: The project shall implement methods to reduce particulate emission from paved and unpaved roads, parking lots, and road and building construction, as required by the Southern California Air Quality Management District. These methods include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction. • Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).

	• Replacing ground cover in disturbed areas as quickly as possible. • Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads. The above methods shall be noted on the project's approved grading plans, and the developer shall provide the city's public works inspector a construction maintenance plan based on the methods described above at the time of the project's pre-construction meeting between the city and developer.
9. CEQA requires a lead agency to consult with responsible and trustee agencies that have jurisdiction over resources impacted by a proposed project prior to adopting an MND.[38] Despite this requirement, the Project's MND states that Corona distributed the MND to statewide agencies via the State Clearinghouse.[39] This limited consultation	9. Contrary to the AG's letter, the South Coast Air Quality Management District ("**SCAQMD**") provided comments on the IS/MND dated February 7, 2020, that will be included as part of the public record and incorporated into the IS/MND. The SCAQMD does not qualify as a Responsible Agency under CEQA for the Project and therefore there was

resulted in Corona failing to notify the SCAQMD—the regional agency with jurisdiction over the air basin where the Project is located—of the Project and its potential impacts. Therefore, Corona did not comply with CEQA's consultation requirements for this Project.	no greater obligation for the Applicant or City to notify or consult with the SCAQMD regarding the IS/MND prior to its preparation beyond the standard public notice via the State Clearinghouse.
10. One of the "basic purposes of CEQA" is to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities."[40] The threshold for determining whether an environmental impact report (EIR) is required is low – an EIR must be prepared by a lead agency if substantial evidence supports a "fair argument" that that "any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment." Corona must prepare an EIR for the Project since there is substantial evidence supporting a fair argument that the Project will have significant environmental impacts. As discussed above, the Project is a large business park that will consist of over a million square feet of warehouse, manufacturing, and industrial uses that typically have significant environmental impacts. The Project will include 126 spaces for trucks, and generate approximately 4,127 vehicle trips a day in Corona and the surrounding areas. Considering the Project's large scope, mixed industrial uses, and residential location, there is a fair argument that the Project will cause significant environmental impacts. The MND's deficient analysis of direct and cumulative environmental impacts also creates a fair argument that the Project will have impacts that have not be adequately analyzed and disclosed.[42] Therefore, CEQA requires Corona to prepare an EIR that fully analyzes the Project's impacts.	10. Based upon the information and analysis set forth above in these responses to the AG's comments, as well as the information already provided as part of the public record for the Project, the AG has failed to provide substantial evidence supporting a fair argument that the Project will result in significant environmental impacts thereby warranting preparation of an environmental impact report for the Project.

Department of Fish and Wildlife Email dated February 3, 2020 and Letter dated February 7, 2020	
Comment	Response
1. MSCHP Section 6.1.2 Riparian/Riverine and Vernal Pool Resources The "Biological Technical Report and MSHCP Consistency Analysis" and the RCA's JPR [Joint Project Review] Analysis [(JPR) 19-11-05-01] describe the site's vegetation communities as consisting of non-native grassland, with some Riversidian sage scrub along its western border. On the southeastern boundary of the site, Joseph Canyon Wash supports riparian woodland communities. After conducting a Project site visit on January 30, 2020, the Wildlife Agencies identified MSHCP riparian/riverine and vernal pool resources on the Project site that were not included in the JPR and the Biological Technical Report and the MSHCP Consistency Analysis report. The MSHCP riparian/riverine and vernal pool resources discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (*Baccharis salicifolia*) as well as two stands of cattails (*Typha* species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24 - 25, 2019). When the water level rises high enough in the valley bottom area (as well as the southwestern pond), the wetland overflows to Temescal Creek via standpipes on the Project site which lead into culverts directing the overflow to Temescal Creek. Therefore, the Wildlife Agencies do not agree with the JPR's conclusions that (1) MSHCP riparian/riverine and vernal pool (MSHCP Section 6.1.2) resources are limited to the current 1.7-acre linear easement protecting Joseph Canyon Wash, and (2) that all the site's existing	1. The initial study/MND stated the Joint Project Review (JPR) process between the city and RCA would need to be completed prior to the issuance of a grading permit. The JPR was officially completed by RCA on January 3, 2020. However, the results of the project site visit and consultation between the Wildlife Agencies, city staff and the applicant determined the project will require a Determination of Biologically Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies. The Wildlife Agencies are requesting that a condition be added to the project that will require the DBESP to be approved by the Agencies prior to the issuance of a grading permit and that the JPR process be repeated with RCA. The information will be included and discussed in the Final MND and added as mitigation in the Final MND and a condition of approval for the project.

riparian/riverine/vernal pool resources will be avoided by the proposed Project (both within Criteria Cell 2400 and to the west of Criteria Cell 2400). Therefore, to disclose and address Project impacts to MSHCP riparian/riverine resources, the Wildlife Agencies request that the City to condition the Project to prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies. The DBESP should be prepared to evaluate the Project's proposed impacts on riparian/riverine resources in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to provide biologically equivalent or superior mitigation to offset the impacts.	
2. <u>Riparian/Riverine Delineation</u> As discussed during the site visit, the riparian/riverine assessment previously prepared for the JPR did not adequately represent the extent of the MSHCP riparian/riverine resources on the Project site. As agreed during the site visit, the Applicant will prepare a DBESP for submission to the Wildlife Agencies through the City, including a revised delineation of the site's MSHCP riparian/riverine resources. The revised delineation will include the full extent of riparian/riverine resources discovered on the Project site on January 30, 2020. As agreed during the site visit, a topography map with 1-foot contours should be used to help delineate riparian/riverine resources on the Project site. The revised delineation should include all areas on the site's "valley bottom" area that are at or below the highest mapped elevation of riparian/riverine resources using the topography map with 1-foot contours. The revised delineation should also include the full extent of the ponded area located near the southwest corner of the Project site.	2. Comment noted and will be added as mitigation in the Final MND and a condition of approval requiring a DBESP will be added to project. Mitigation in the Final MND will include: Prior to the issuance of any grading permit the project applicant shall provide to the city written correspondence from the US Fish and Wildlife Service and California Department of Fish and Wildlife confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved or provide written documentation that a DBESP is not needed.

3. MSHCP Reserve Assembly (Section 3) and the Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4) The Wildlife Agencies concur with the RCA's finding that the Project does not conflict with the MSHCP's Reserve Assembly goals. The Wildlife Agencies are concerned about potential land use adjacency impacts, and therefore support the measures identified in the RCA Findings in item "d." (pages 5-7) for the Urban/Wildland Interface Guidelines (Section 6.1.4 of the MSHCP). Please condition the Project to include these measures, specifically those related to avoiding use of invasive species and water quality. As stated in the RCA Findings in item "a.", please condition the Project to require recordation of the deed restriction as a condition of approval.	3. Comment noted and condition of approval will be added to the project.
4. The MND's mitigation measure did not indicate that the project would require notification to CDFW pursuant to Fish and Game Code Section 1602. Additionally, the IS/MND did not include a jurisdictional delineation or the full formal biological assessment for the project site. After conducting a project site visit on January 30, 2020 CDFW identified fish and wildlife resources subject to Fish and Game Code 1600 that were not included in the IS/MND. The fish and wildlife resources subject to Fish and Game Code 1600 at the project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and cultural portions of the site. These areas were supported by mulefat shrubs and two stands of cattails....To ensure compliance with Fish and Game Code section 1602, CDFW recommends a new mitigation measure include the text below: Prior to issuance if any grading or construction permit by the city, the applicant shall consult with the CDFW regarding Fish and Game Code section 1602 Streambed Alteration Agreement, the US Army Corps of Engineers regarding Clean Water Act Section 404 Permit and Regional	4. The project's jurisdictional delineation and applicable mitigation, such as the mitigation recommended by CDFW will be included in the Final MND.

Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The project applicant shall be required to obtain the necessary permit or provide written documentation that such permits are not needed. The project shall mitigate impacts to waters of the US and waters of the State, wetlands and riparian habitats, by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Mitigation shall be subject to pre-approval by the Regional Water Quality Control Board, US Army Corps of Engineers and California Department of Fish and Wildlife.	
5. The mitigation strategy should identify the amount (acreage) and type of mitigation and should commensurate with impacts.	5. Comment noted and mitigation will be added to the Final MND based on the information provided in the project's jurisdictional delineation report. Mitigation will include the following: Prior to the issuance of a grading permit, to mitigate for the loss of 0.852 acres [preliminary acreage based on recent mapping] of streambed and wetlands due to project construction, the project applicant shall enter into a Streambed Alteration Agreement, Section 1600, with CDFW to replace affected streambed at a ratio not less than 2:1, as specified by CDFW. Mitigation can be done by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank.

Letter from Blum Collins, LLP dated February 10, 2020	
Comment	Response
1. The comment deadline was marked on Saturday [February 8, 2020], which makes our comments, provided to you by hand at the hearing on the project, timely.	1. The letter was not provided by hand to the city at the public hearing. The city received the letter on February 14, 2020, by mail.
2. There are single family residences to the north of the project site, but it is not clear that you conducted an operational health risk assessment, and if you did you did not disclose it.	2. See SCAQMD response 6.
3. The project assumes only 4,127 daily trips despite its large size and devotion at least in part to warehouse uses. The traffic study was not supplied. The MND does not provide us with sufficient documentation to conclude that impacts will be less than significant.	3. Page 18 of the IS/MND cited the Traffic Impact Analysis prepared for the project. The documents incorporated by reference in the IS/MND was also provided on pages 51 and 52. The project's traffic analysis along with all the studies cited in the IS/MND were made available to public on the city's website in the same location where the IS/MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.
6. The MND assumes that the narrow area identified as a Conservation Easement as a result of the Crossings project across the street will survive despite the heavily industrial project that will be put adjacent to it. There is no basis for this assumption. The MND does not produce a report of the Burrowing Owl survey that was supposedly done. For that matter, the MND does not produce any additional reports, though many are referred to in the MND itself. This violates CEQA.	6. The project's technical reports cited in the IS/MND were made available to public on the city's website in the same location where the IS/MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.
7. The MND does not openly evaluate the GHG impacts although apparently they were modeled. This violates CEQA, and the project's impacts are likely to be significant.	7. The project's Greenhouse Gas (GHG) modeling was cited on page 45 of the IS/MND. The project's technical reports cited in the IS/MND were made available to public on the city's website in the same location where the IS/MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.

	The impacts from GHG emissions are less than significant.

Attachment A

Response Letter From Gresham Savage dated February 14, 2020.

GRESHAM | SAVAGE
ATTORNEYS AT LAW

Jonathan.Shardlow@GreshamSavage.com · San Bernardino Office
(909) 890-4499 · *fax* (909) 890-9877

February 14, 2020

VIA E-MAIL (Joanne.Coletta@Corona.CA.gov)

Joanne Coletta
Community Development Director
City of Corona
400 South Vicentia Avenue
Corona, CA 92882-2187

Re: Response to State of California Department of Justice Comments on Initial Study/Mitigated Negative Declaration for Latitude Business Park (Agenda Item No. 7 and 8; February 10, 2020, Planning Commission Meeting)

Dear Ms. Colleta:

This firm is land use counsel for Rexco Development ("**Applicant**"), applicant for the proposed Latitude Business Park (Precise Plan 2019-0001) ("**Project**"). The purpose of this letter is to provide an initial response to the February 7, 2020, comments from the State Attorney General's Office ("**AG**") and the SCAQMD regarding the Joint Initial Study and Mitigate Negative Declaration ("**IS/MND**") prepared for the Project in accordance with the California Environmental Quality Act (Pub. Resources Code, §§ 21000, et seq.) ("**CEQA**").

As a threshold matter, we note that CEQA does not require a lead agency for a project, such as the City of Corona ("**City**"), to provide written responses to comments provided on a draft Initial Study/Mitigated Negative Declaration. Specifically, CEQA Guidelines Section 15074 identifies the responsibilities of the Lead Agency when considering the adoption of a Negative Declaration or Mitigated Negative Declaration:

> (a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.

> (b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

Consistent with CEQA requirements, the City of Corona has and will review and consider *all* comments received on the IS/MND, including those submitted by the AG. CEQA does not require the lead agency to prepare a response to public comments received on a Negative Declaration or Mitigated Negative Declaration. Nevertheless, the Applicant has prepared this document to fully disclose the AG's comments received and to provide responses to those comments for the benefit of the public. The Applicant anticipates providing additional comments prior to the City Council hearing.

1. The Project Does Not Improperly Seek to Construct Several Warehouses in a Highly Polluted Community of Color.

The AG's comment conclusively (and improperly) presumes that the Project will exacerbate and increase air quality impacts to residents in and around the Project site without reference to, or any acknowledgment of, the actual air quality analysis set forth in the IS/MND or the associated mitigation measures to be implemented as part of the Project that are designed to mitigate, reduce and/or eliminate environmental impacts.

Regarding the comment that a community of color may be disproportionately impacted by the Project, CEQA does not require an evaluation of environmental justice impacts that are not associated with physical environmental impacts. Rather, CEQA requires EIRs to analyze physical changes to the environment. (CEQA Guidelines, § 15131, subd. (a).) Economic and social effects in themselves do not

constitute significant effects on the environment under CEQA. (*Saltonstall v. City of Sacramento* (2015) 234 Cal.App.4th 549, 585; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1120–1121.) The IS/MND fully analyzed the Project's physical impacts on the environment, including health risk impacts. *All* projects, to some extent, exacerbate and increase air quality impacts to residents, given that most project's add mobile source emissions to the environmental baseline. CEQA does not prevent the siting of projects in communities of color just as it does not prevent siting of projects in communities of non-color.

2. The IS/MND Contains an Adequate Project Description.

The AG's comment that the Project Description contained in the IS/MND omits several key details and was therefore prepared in violation of CEQA fails to account for the CEQA Guidelines, which specifically describe the required contents of an Initial Study/Mitigated Negative Declaration. CEQA Guidelines section 15063 (d) states that an Initial Study/Mitigated Negative Declaration shall contain in brief form:

> (1) A description of the project, including the location of the project;
>
> (2) An identification of the environmental setting;
>
> (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found;
>
> (4) A discussion of ways to mitigate any significant effects identified;
>
> (5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls;
>
> (6) The name of the person or persons who prepared or participated in the Initial Study.

The Latitude Business Park IS/MND provides the above information in brief form as allowed by CEQA Guidelines § 15063 (d). The Project information provided in the

IS/MND describes the scope of the Project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate and provides the reader an understanding of the Project being discussed in the IS/MND. Additionally, the technical studies were also cited throughout the document based on the Project. The technical studies were made available to the public on the City's website and were placed in the same location where the IS/MND was made available. Therefore, the public has access to the information being referenced in the IS/MND and there is no grounds for finding the IS/MND's Project Description insufficient or inadequate in any way.

The project site is a vacant former surface mine that produced sand until it closed in 1997. The project site is located in the El Cerrito Specific Plan, which designates the site as LI (Light Industrial). The property is also within the City's light industrial General Plan designation. The proposed site plan arranges 15 buildings, ranging in size from 18,234 to 253,799 square feet, on the site. Many of the uses that the AG's office and others request analysis of are not proposed. Under the AG's theory, a residential developer proposing a medium-density development would need to analyze a high-density development even if not proposed.

3. The IS/MND Relies Upon an Air Quality Assessment That Properly Evaluates Environmental Impacts.

PM 10 and PM 2.5 have a threshold of 10.4 μg/m3. The project emissions for PM 10 were found to generate emissions less than 10.4 μg/m3 and Project PM 10 emission are higher than project PM 2.5 emission. Given this, LST impacts from PM 2.5 would also be less than 10.4 μg/m3. LSTs for CO were not calculated because ambient air quality data for CO is no longer monitored due to the low levels within the County of Riverside.

The Project is within the jurisdiction of the SCAQMD. In 1976, California adopted the Lewis Air Quality Management Act which created SCAQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area of which SCAQMD consists is known as the South Coast Air Basin (SCAB). SCAQMD is in charge of creating comprehensive plans and regulatory programs for the region with a goal to ultimately attain federal standards.

SCAQMD rule development and implementation of programs through the 1970s and 1980s resulted in significant improvement in air quality within the SCAB. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state-level by CARB through incorporation of tailpipe emissions standards.

SCAQMD has adopted several Air Quality Management Plans (AQMPs) which represent a regional blueprint for achieving healthful air on behalf of the 16+ million residents of the SCAB. The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs."

Emissions of O_3, NO_x, VOC, and CO have been decreasing in the SCAB since 1975. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy.

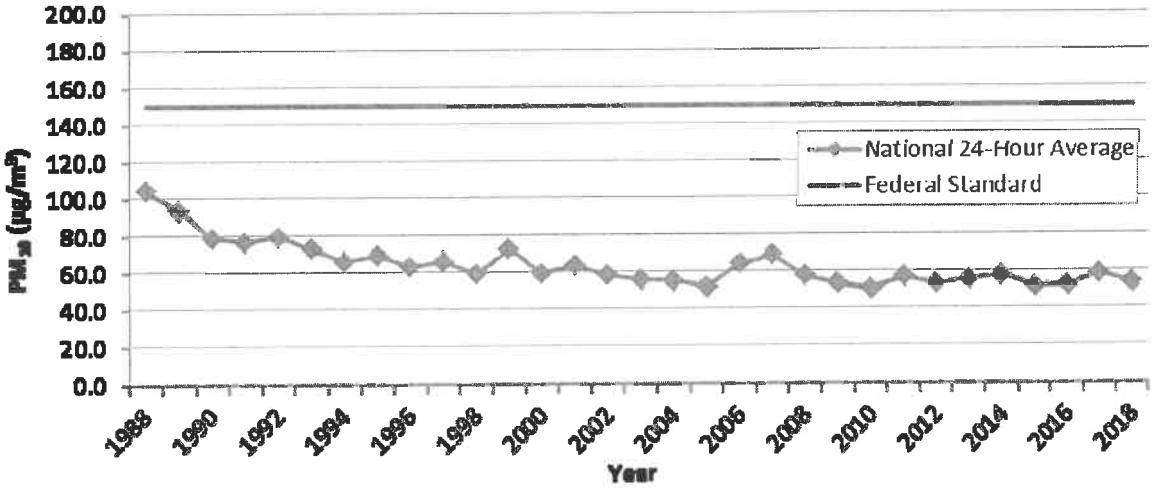
Ozone (O_3) contour maps show that the number of days exceeding the 1-hour NAAQS has decreased between 1997 and 2018. By 2018, there is an overall decrease in exceedance days compared with the 1997 period. As shown, O_3 levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 70's.

Table 1: Trend in 1-Hr Ozone Exceedances

Source: SCAQMD: http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historic-ozone-air-quality-trends

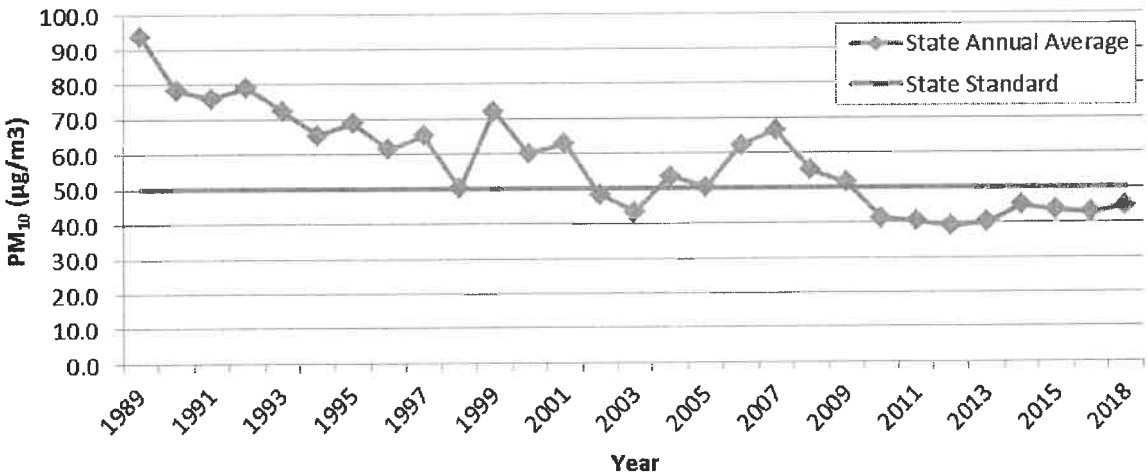
The overall trends of PM_{10} and $PM_{2.5}$ concentration levels in the air also show an overall improvement since 1988. As with other pollutants, the most recent PM_{10} statistics show an overall improvement as illustrated in Tables 2 and 3. During the period for which data are available, the 24-hour national annual average concentration for PM_{10} decreased by approximately 48 percent, from 103.7 $\mu g/m^3$ in 1988 to 53.5 $\mu g/m^3$ in 2018. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations will exceed the threshold. The 24-hour state annual average for emissions for PM_{10}, have decreased by approximately 53 percent since 1988. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop.

Table 2: SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)[1]



Source: CARB

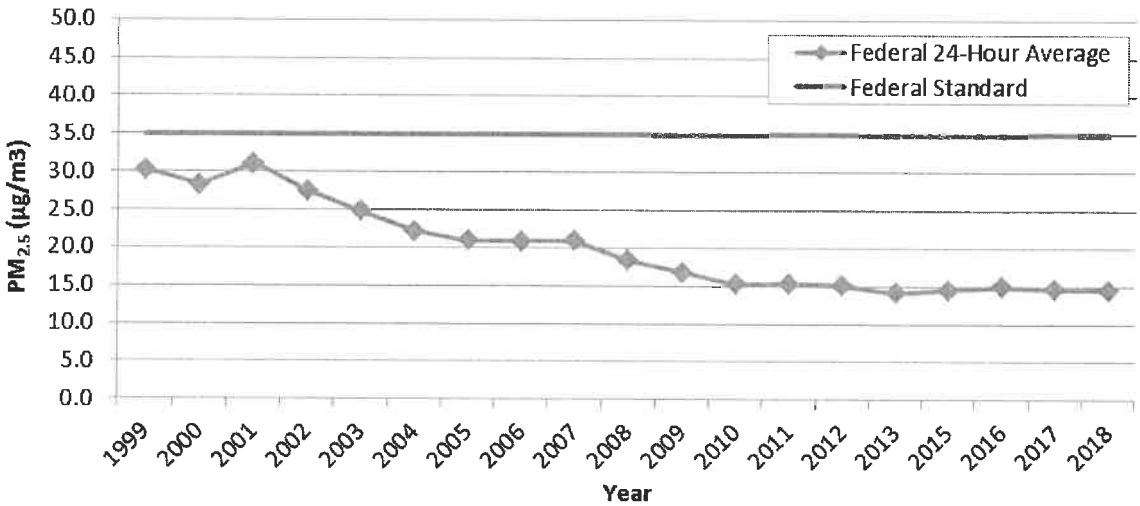
Table 3: SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)[1]



Source: CARB

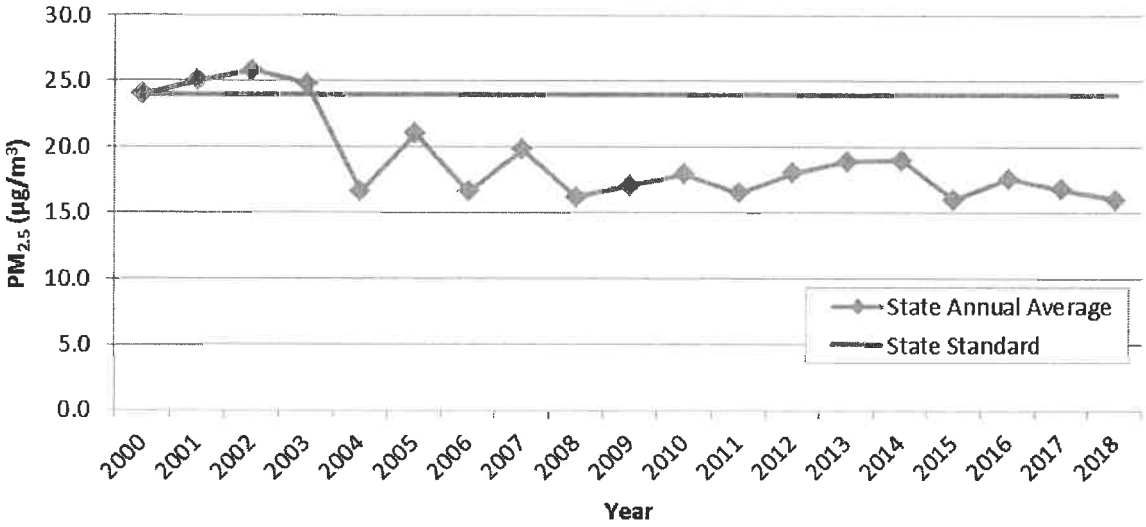
Tables 4 and 5 shows the most recent 24-hour average $PM_{2.5}$ concentrations in the SCAB from 1999 through 2018. Overall, the national and state annual average concentrations have decreased by almost 52 percent and 33 percent respectively (4). It should be noted that the SCAB is currently designated as nonattainment for the state and federal $PM_{2.5}$ standards.

Table 4: SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)[1]



Source: CARB

Table 5: SCAB Annual Average Concentration $PM_{2.5}$ Trend (Based on State Standard)[1]

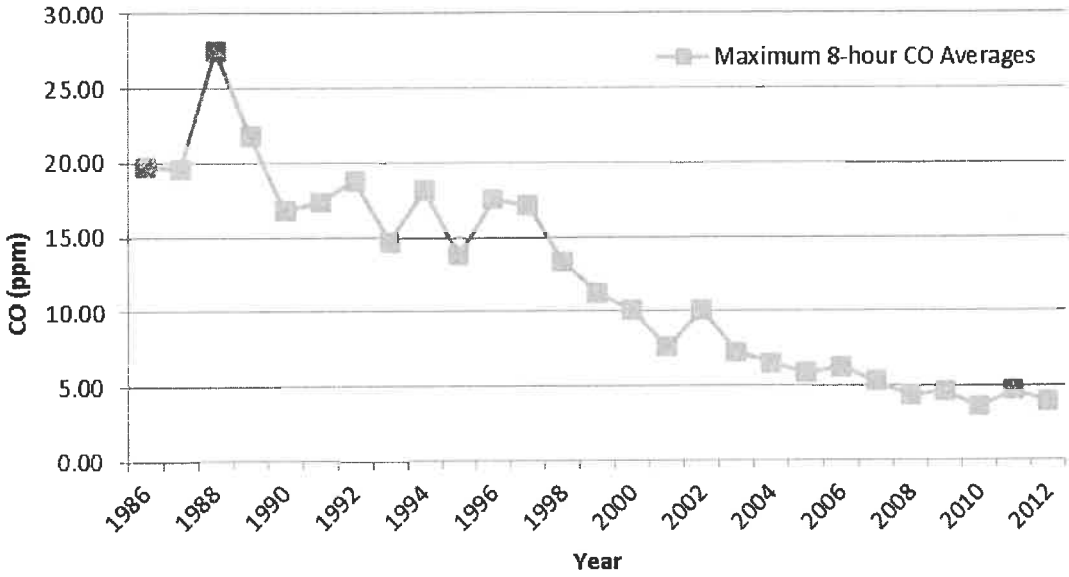

30.0
25.0
20.0
15.0
10.0
5.0
0.0
PM2.5 (µg/m3)
State Annual Average
State Standard
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
Year

Source: CARB

In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

The most recent CO concentrations in the SCAB are shown in Table 2-6. CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80 percent in the peak 8-hour concentration since 1986. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

Table 6: SCAB 24-Hour Average Concentration CO Trend[1]

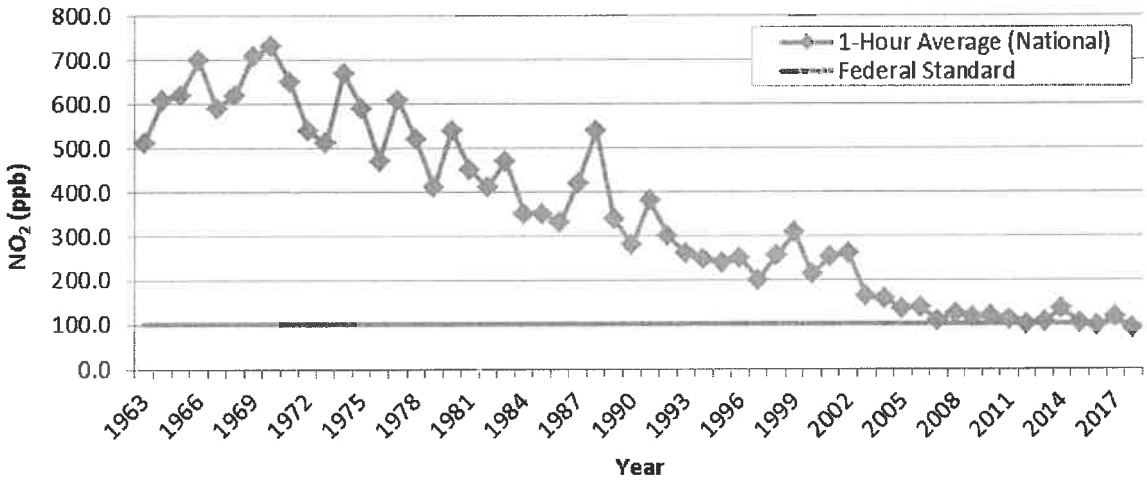


Source: CARB

[1] The most recent year where 8-hour concentration data is available is 2012.

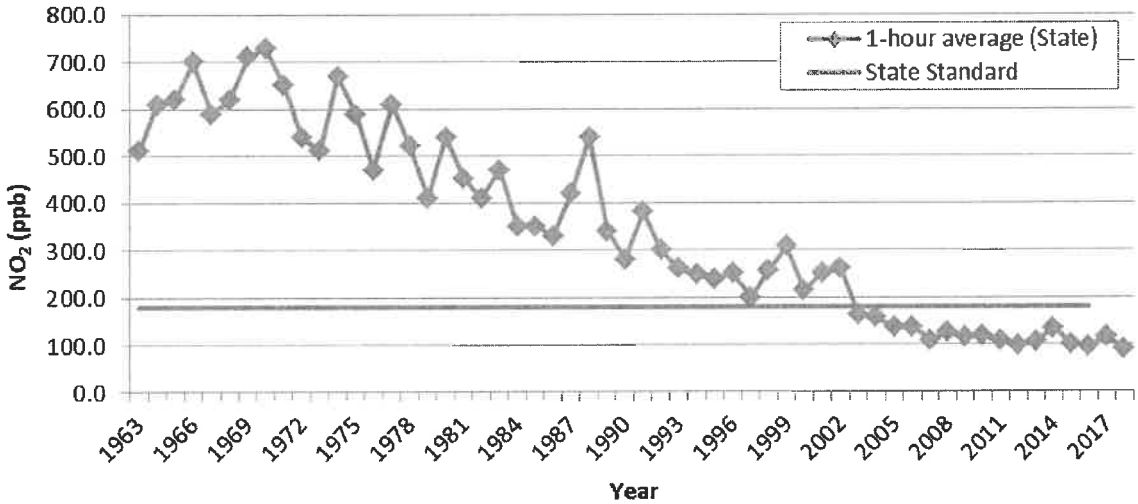
The most recent NO_2 data for the SCAB is shown in Tables 7 and 8. Over the last 50 years, NO2 values have decreased significantly; the peak 1-hour national and state averages for 2018 is approximately 82 percent lower than what it was during 1963.

Table 7: SCAB 1-Hour Average Concentration NO2 Trend (Based on Federal Standard)



Source: CARB

Table 8: SCAB 1-Hour Average Concentration NO2 Trend (Based on State Standard)



Source: CARB

The American Lung Association website includes data collected from state air quality monitors that are used to compile an annual State of the Air Report. ***The latest State of the Air Report compiled for the SCAB was in 2018 (7). As noted, air quality in the SCAB has significantly improved in terms of both pollution levels and high pollution days over the past three decades. The area's average number of high O_3 days dropped***

from 230 days in the initial 2000 State of the Air report (1996–1998) to 146 days in the 2018 report. The region has also seen dramatic reduction in particle pollution since the initial 2000 State of the Air report.

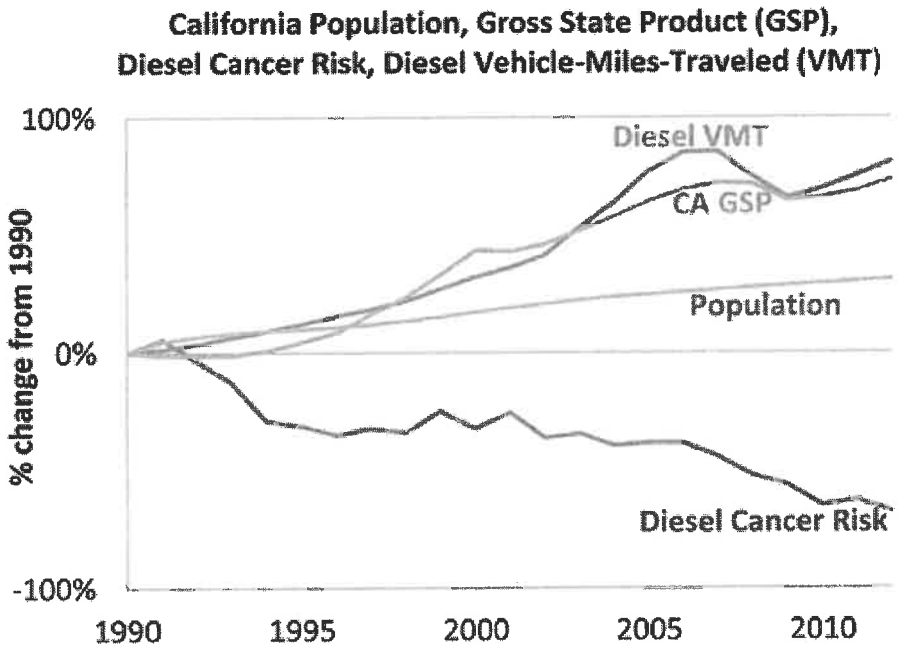
Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70 percent of the cancer risk.

In 2008 the SCAQMD prepared an update to the MATES-II study, referred to as MATES-III. MATES-III estimates the average excess cancer risk level from exposure to TACs is an approximately 17% decrease in comparison to the MATES-II study.

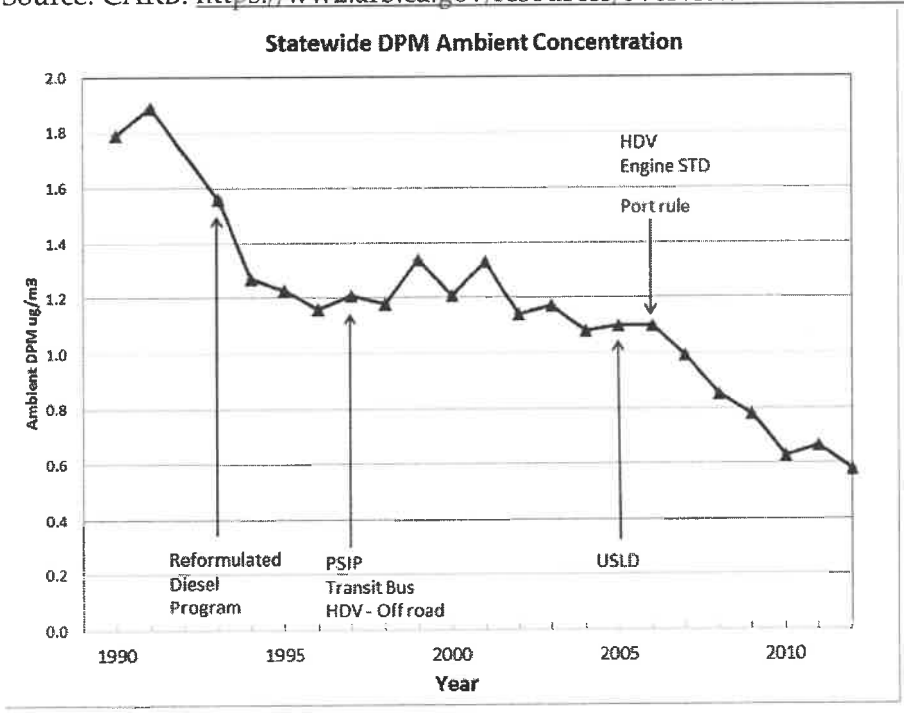
In 2015, the SCAQMD published an in-depth analysis of the toxic air contaminants and the resulting health risks for all of Southern California. The *Multiple Air Toxics Exposure Study in the SCAB, MATES IV,"* which shows that cancer risk has decreased by 57% since MATES III (2005).

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% from 2000 to 2010, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown below. With the implementation of statewide diesel-related control regulations, CARB expects a DPM decline of 85% by 2020.

Diesel Particulate Matter and Diesel Vehicle Miles Trend



Source: CARB: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health



Source: CARB: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health

The CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" (CTP) require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements. Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to the aforementioned regulatory requirements.

The project is designed for unrefrigerated warehouse space. Tenant improvements to add refrigeration is not something the developer is prepared to do. Given this, the analysis with unrefrigerated warehouses is accurate and would not require modification to conclude less than significant air quality impacts. Trip Generation numbers used within the AQ study would only marginally change to reflect minor changes to the project traffic study. These marginal adjustments wouldn't significantly alter the findings of the AQ analysis.

The CalEEMod file was updated to reflect the yearly VMT that was estimated by FEHR PEER. The Total VMT was divided by the number of daily trips over a 260 weekday year which is typical for a project such as this. See Page 19 of the AQ report. The average worked out to 9.37 miles per trip.

The Fleet mix used within the analysis was based on CalEEMod defaults. Between the HHD and MHD trucks its roughly 5.3%. Based on the traffic study there are 3,585 trips… Given this CalEEMod would have estimated trucks at 190 or so. The TS shows roughly 225. This would raise emissions but only slightly. The emissions in the AQ analysis were well below the thresholds and the emissions from shifting the fleet to have 35 more trucks and 35 fewer cars would only marginally increase emissions and would not generate AQ impacts.

Operational Health Risk impacts for projects similar to this project had health risk analysis prepared for larger projects than proposed with more trucks. The findings of these analysis emphasized posting signs to reduce idling trucks. The proposed project can also post signs to limit idling to less than 5 minutes.

The 1,000 foot buffer distance recommendation is borne out of the California Air Resources Board's 2005 publication titled: Air Quality Land Use Handbook: A Community Health Perspective. It is important to note that this document is more than 14 years old and as previously noted tailpipe emissions, specifically related to diesel exhaust have improved and are expected to continue to improve. Moreover, CARB's 2005 Handbook explicitly states (see Page 5):

- To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.
- These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists."

As such, the City's current policy of rigorous CEQA enforcement already responsive to the intent of the setback recommendation in that site-specific analysis is required to determine the actual impacts resulting from an individual project. Lastly, current regulations in place require that by 2023, all trucks will have to be compliant with the 2010 emissions standards which generally reduce the emissions compared to non-2010 fleets by approximately 50 percent for emissions of NOx and 31 percent for emissions of PM10 (source: EMFAC2017).

Notably, per SCAQMD, "[t]he Lead Agency found that construction activities would not result in significant localized air quality impacts for NOx and PM10. Additionally, the Lead Agency performed a construction health risk assessment (HRA) analysis and found that construction of the Proposed Project would result in an excess inhalation cancer risk of 7.24 in one million for 70-year exposure duration, which would not exceed South Coast AQMD's CEQA significance threshold of 10 in one million for cancer risk.

4. The IS/MND Properly Analyzes the Project's Consistency with the City's General Plan.

The AG states the IS/MND fails to adequately analyze the Project's consistency with certain adopted and un-adopted policies of the General Plan. "State law does not require perfect conformity between a proposed project and the applicable general plan" because "it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan." (*Pfeiffer v. City*

of Sunnyvale City Council (2011) 200 Cal.App.4th 1552, 1563.) "A project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 238, citing *Sequoyah Hills Homeowners Ass'n v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) To be consistent, a project must simply be "compatible" with the objectives, policies, general land uses and programs specified. (*Sequoyah Hills, supra,* 23 Cal.App.4th at pp. 717–718; *Families Unafraid to Uphold Rural etc. v. County v. Board of Supervisors* ("FUTURE") (1998) 62 Cal.App.4th 1332, 1336.)

The City determined that the Project is consistent with and will further the Light Industrial land use designation of the General Plan because this land use is intended to accommodate uses similar to those proposed for the Project, including low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks. Further, the City has made specific findings of the Project's consistency with General Plan Policy Nos. 1.4.3, 1.12.1, 1.12.3, 1.12.6, 1.12.8, 1.12.11, 10.3.2, 10.4.4, 10.5.1, and 10.5.3. There is no requirement that the Project analyze or ensure compatibility with the Policies outlined in the AG's February 7, 2020, letter, including those policies that are yet to be adopted or implemented by the City as part of its 2040 General Plan Update.

It should be noted that the site has long been utilized for industrial purposes (mining & heavy manufacturing) since 1956 and the long-term industrial use of the subject site precedes most of the residential use in the surrounding area (See Exhibit A).

5. The IS/MND Incorporates All Feasible Mitigation Measures.

CEQA does not require the consideration of mitigation measures for insignificant impacts." (*Santa Clarita Org. for Planning the Env't v. City of Santa Clarita* (2011) 197 Cal. App. 4th 1042, 1058. A lead agency need only adopt mitigation measures to ensure the project has a less than significant impact.

6. The City Consulted with Trustee and Responsible Agencies.

Contrary to the AG's letter, the South Coast Air Quality Management District ("**SCAQMD**") provided comments on the IS/MND dated February 7, 2020, that will be included as part of the public record and incorporated into the IS/MND. The SCAQMD does not qualify as a Responsible Agency under CEQA for the Project and therefore there was no greater obligation for the Applicant or City to notify or consult with the SCAQMD regarding the IS/MND prior to its preparation beyond the standard public notice via the State Clearinghouse.

7. An EIR Need Not be Prepared for the Project.

Based upon the information and analysis set forth above in these responses to the AG's comments, as well as the information already provided as part of the public record for the Project, the AG has failed to provide substantial evidence supporting a fair argument that the Project will result in significant environmental impacts thereby warranting preparation of an environmental impact report for the Project.

8. The Planning Commission Hearing Need Not be Delayed At Least 30 Days to Allow Sufficient Time for the City to Address the AG's Comments.

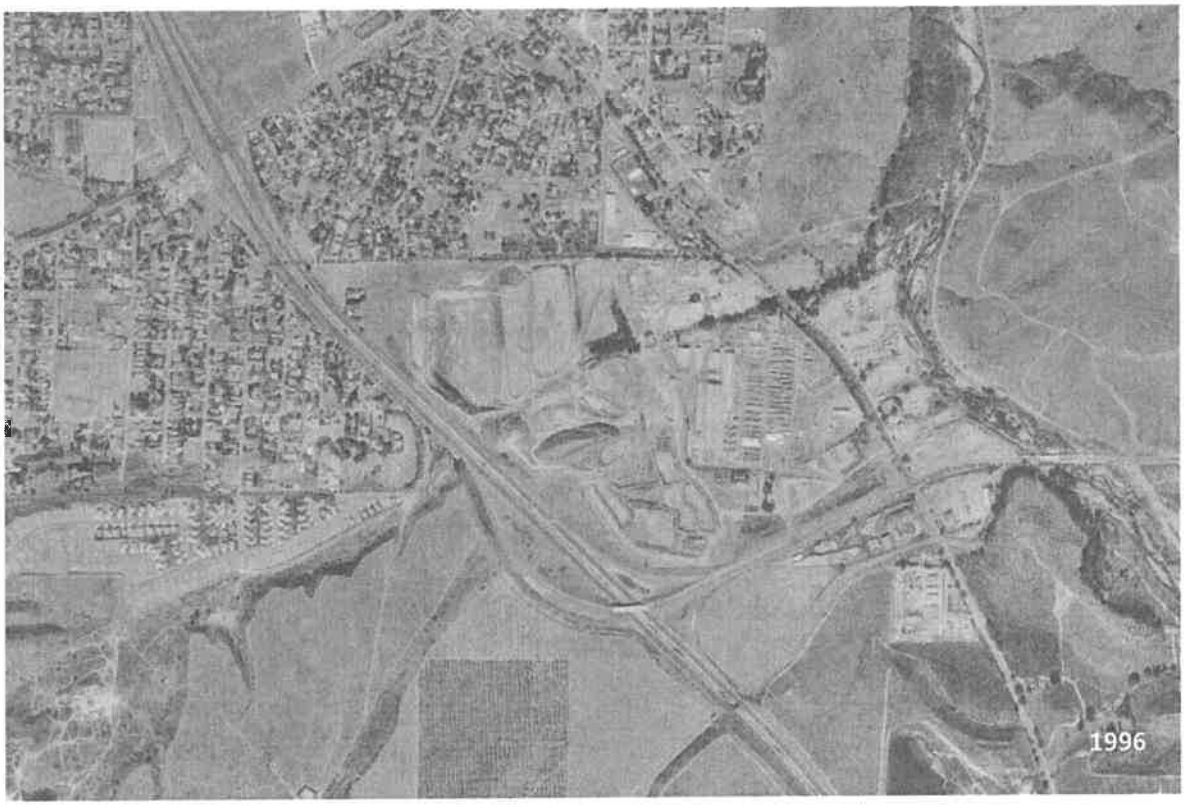
The AG fails to provide any legitimate, substantive basis for continuing the February 10, 2020, Planning Commission hearing to allow additional time for the City to consider and respond to the AG's comments. The responses outlined above, as well as the information already provided as part of the public record for the Project, is sufficient for the Planning Commission to consider the Project, including the IS/MND, and make a recommendation to the City Council regarding its approval. Moreover, the AGs office has the ability to provide further comments in advance of the upcoming City Council Hearing. The AG's office is encouraged to reach out to the Applicant.

Very truly yours,

Jonathan E. Shardlow, Attorney for
GRESHAM SAVAGE
NOLAN & TILDEN,
A Professional Corporation

Exhibit A

Latitude Business Park



Public records indicate the site was utilized for industrial purposes (mining & heavy manufacturing) since 1956. The owner at that time, Gladding, McBean, was considered one of the world's largest ceramic manufacturers. Established in 1875, Gladding, McBean is one of the oldest companies in California. The clay pipe manufacturer is reported to have contributed immeasurably to the state's industrialization.

There are approximately 249 residentially zoned parcels within 1,000' of the Project, 237 of which are improved. According to assessor's records only 18 of these were built before 1956; however, public records indicate all of these residential properties have changed hands since 1956. Since the pipe plant was highly visible, having frontage on Interstate 15, Cajalco Road & Temescal Canyon Road, the industrial nature of the neighborhood to subsequent residents would have been obvious. It is certainly evident by review of historical aerial photos. Given that 209 of these homes were constructed from 1956-1999 (during the mine's operation) it's quite probable that employment in the mining and manufacturing sectors was actually a contributing factor to this residential growth.

Additionally, the Initial Study prepared by the City 10/31/2008 for SPA08-003 states:

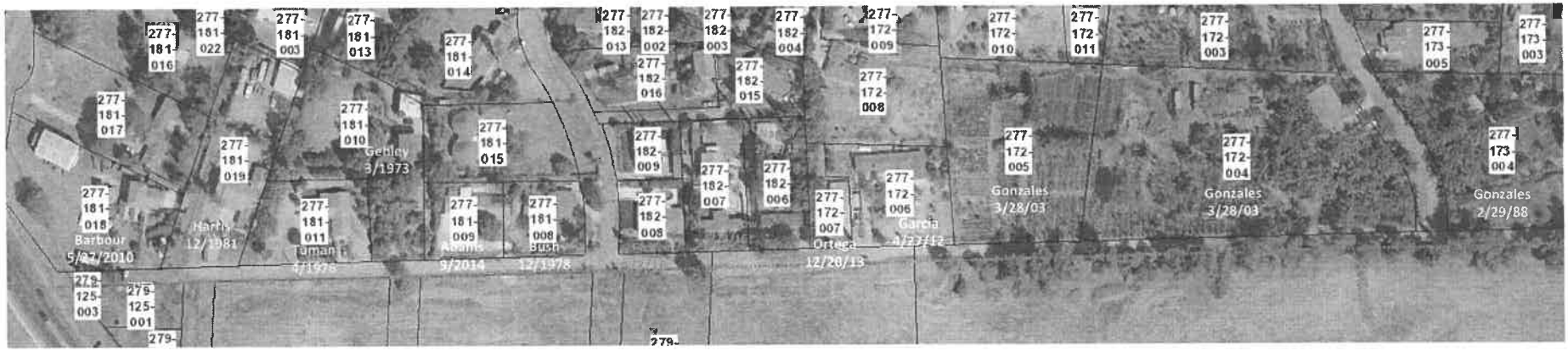
"The project site is highly disturbed as it was a previous mining site as has been in the reclamation process since 1997. Furthermore, the site is surrounded by roadways to the north and west and developed land to the south with additional lands associated with the reclamation process to the east. Therefore, there is no evidence before the city that the project will have an adverse effect on fish or wildlife resources."

Inspection for completion of reclamation associated with SMP109 occurred on 9/16/2015.

Information from sources believed to be reliable, but not guaranteed.

Latitude Business Park

Information from sources believed to be reliable, but not guaranteed.



Purchased prior to cessation of mining

Purchased prior to completion of reclamation

Purchased subsequent to completion of reclamation

Information from sources considered to be reliable, but not guaranteed. Independent verification is advised.

Attachment B1

Updated CalEEMod Output Sheets

Winter

February 13, 2020

Latitude Business Park

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
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tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
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tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	42.4368	58.1903	64.6227	0.2172	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9376
2021	41.7069	52.8017	60.5586	0.2131	13.1886	1.2002	14.3887	3.5445	1.1335	4.6780	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**42.4368**	**58.1903**	**64.6227**	**0.2172**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	40.4323	39.6839	65.2354	0.2172	18.2675	0.3005	18.3311	9.9840	0.2864	10.0475	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9375
2021	39.9446	36.2062	61.4585	0.2131	13.1886	0.1922	13.3808	3.5445	0.1829	3.7274	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**40.4323**	**39.6839**	**65.2354**	**0.2172**	**18.2675**	**0.3005**	**18.3311**	**9.9840**	**0.2864**	**10.0475**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9375**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.48**	**31.63**	**-1.21**	**0.00**	**0.00**	**85.50**	**9.02**	**0.00**	**85.13**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Unmitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment B2

Updated CalEEMod Output Sheets

Summer

February 13, 2020

Latitude Business Park

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	41.9412	57.9060	67.5091	0.2266	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	41.2365	52.6078	63.2628	0.2221	13.1886	1.1982	14.3867	3.5445	1.1316	4.6761	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**41.9412**	**57.9060**	**67.5091**	**0.2266**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	39.9367	39.3996	68.1219	0.2266	18.2675	0.2980	18.3311	9.9840	0.2840	10.0475	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	39.4742	36.0124	64.1627	0.2221	13.1886	0.1902	13.3788	3.5445	0.1810	3.7255	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**39.9367**	**39.3996**	**68.1219**	**0.2266**	**18.2675**	**0.2980**	**18.3311**	**9.9840**	**0.2840**	**10.0475**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.53**	**31.76**	**-1.16**	**0.00**	**0.00**	**85.63**	**9.02**	**0.00**	**85.26**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Unmitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment B3

Updated CalEEMod Output Sheets

Annual

February 13, 2020

Latitude Business Park

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.6180	6.9452	6.9288	0.0226	1.4434	0.1946	1.6381	0.4331	0.1824	0.6156	0.0000	2,080.3362	2,080.3362	0.1761	0.0000	2,084.7376
2021	4.0815	5.2912	6.0447	0.0214	1.2823	0.1187	1.4010	0.3452	0.1121	0.4573	0.0000	1,973.3708	1,973.3708	0.1325	0.0000	1,976.6825
Maximum	**4.0815**	**6.9452**	**6.9288**	**0.0226**	**1.4434**	**0.1946**	**1.6381**	**0.4331**	**0.1824**	**0.6156**	**0.0000**	**2,080.3362**	**2,080.3362**	**0.1761**	**0.0000**	**2,084.7376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.3421	4.1198	7.0294	0.0226	1.4434	0.0316	1.4750	0.4331	0.0302	0.4633	0.0000	2,080.3358	2,080.3358	0.1761	0.0000	2,084.7372
2021	3.9071	3.6482	6.1338	0.0214	1.2823	0.0189	1.3012	0.3452	0.0180	0.3632	0.0000	1,973.3705	1,973.3705	0.1325	0.0000	1,976.6822
Maximum	**3.9071**	**4.1198**	**7.0294**	**0.0226**	**1.4434**	**0.0316**	**1.4750**	**0.4331**	**0.0302**	**0.4633**	**0.0000**	**2,080.3358**	**2,080.3358**	**0.1761**	**0.0000**	**2,084.7372**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**6.72**	**36.52**	**-1.46**	**0.00**	**0.00**	**83.90**	**8.65**	**0.00**	**83.64**	**22.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	1.4005	0.2356
2	4-1-2020	6-30-2020	2.0355	1.4263
3	7-1-2020	9-30-2020	2.7224	2.0750
4	10-1-2020	12-31-2020	3.3063	2.6324
5	1-1-2021	3-31-2021	3.0378	2.4477
6	4-1-2021	6-30-2021	3.0499	2.4533
7	7-1-2021	9-30-2021	3.0835	2.4803
		Highest	3.3063	2.6324

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	2,413.3542	2,413.3542	0.0832	0.0290	2,424.0822
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	237.9379	0.0000	237.9379	14.0617	0.0000	589.4810
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**316.7891**	**7,956.6727**	**8,273.4618**	**22.5039**	**0.2276**	**8,903.8802**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	1,930.0775	1,930.0775	0.0634	0.0245	1,938.9673
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	178.4534	0.0000	178.4534	10.5463	0.0000	442.1108
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**257.3046**	**7,473.3960**	**7,730.7006**	**18.9686**	**0.2231**	**8,271.3950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**18.78**	**6.07**	**6.56**	**15.71**	**1.98**	**7.10**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**0.0204**	**0.2121**	**0.1076**	**1.9000e-004**	**0.0903**	**0.0110**	**0.1013**	**0.0497**	**0.0101**	**0.0598**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0101	0.1043	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**2.3300e-003**	**0.0101**	**0.1043**	**1.9000e-004**	**0.0903**	**3.1000e-004**	**0.0906**	**0.0497**	**3.1000e-004**	**0.0500**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0668	0.7530	0.4794	9.3000e-004		0.0326	0.0326		0.0300	0.0300	0.0000	81.7264	81.7264	0.0264	0.0000	82.3872
Total	**0.0668**	**0.7530**	**0.4794**	**9.3000e-004**	**0.1301**	**0.0326**	**0.1627**	**0.0540**	**0.0300**	**0.0840**	**0.0000**	**81.7264**	**81.7264**	**0.0264**	**0.0000**	**82.3872**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.0495	0.4950	9.3000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	81.7263	81.7263	0.0264	0.0000	82.3871
Total	**0.0114**	**0.0495**	**0.4950**	**9.3000e-004**	**0.1301**	**1.5200e-003**	**0.1316**	**0.0540**	**1.5200e-003**	**0.0555**	**0.0000**	**81.7263**	**81.7263**	**0.0264**	**0.0000**	**82.3871**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0450**	**0.1407**	**0.1465**	**2.3000e-004**		**7.5300e-003**	**7.5300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1902**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0122	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0342**	**0.0122**	**0.1730**	**2.3000e-004**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1901**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2141	1.9378	1.7017	2.7200e-003		0.1128	0.1128		0.1061	0.1061	0.0000	233.9261	233.9261	0.0571	0.0000	235.3528
Total	**0.2141**	**1.9378**	**1.7017**	**2.7200e-003**		**0.1128**	**0.1128**		**0.1061**	**0.1061**	**0.0000**	**233.9261**	**233.9261**	**0.0571**	**0.0000**	**235.3528**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.2257	1.7635	2.7200e-003		4.1200e-003	4.1200e-003		4.1200e-003	4.1200e-003	0.0000	233.9258	233.9258	0.0571	0.0000	235.3526
Total	**0.0331**	**0.2257**	**1.7635**	**2.7200e-003**		**4.1200e-003**	**4.1200e-003**		**4.1200e-003**	**4.1200e-003**	**0.0000**	**233.9258**	**233.9258**	**0.0571**	**0.0000**	**235.3526**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1882	1.7258	1.6409	2.6700e-003		0.0949	0.0949		0.0892	0.0892	0.0000	229.3209	229.3209	0.0553	0.0000	230.7040
Total	**0.1882**	**1.7258**	**1.6409**	**2.6700e-003**		**0.0949**	**0.0949**		**0.0892**	**0.0892**	**0.0000**	**229.3209**	**229.3209**	**0.0553**	**0.0000**	**230.7040**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0325	0.2212	1.7286	2.6700e-003		4.0400e-003	4.0400e-003		4.0400e-003	4.0400e-003	0.0000	229.3206	229.3206	0.0553	0.0000	230.7038
Total	**0.0325**	**0.2212**	**1.7286**	**2.6700e-003**		**4.0400e-003**	**4.0400e-003**		**4.0400e-003**	**4.0400e-003**	**0.0000**	**229.3206**	**229.3206**	**0.0553**	**0.0000**	**230.7038**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0859	0.0934	1.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7486**	**0.0859**	**0.0934**	**1.5000e-004**		**5.6600e-003**	**5.6600e-003**		**5.6600e-003**	**5.6600e-003**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5200e-003	6.5700e-003	0.0935	1.5000e-004		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7378**	**6.5700e-003**	**0.0935**	**1.5000e-004**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.1512	0.1799	2.9000e-004		9.3200e-003	9.3200e-003		9.3200e-003	9.3200e-003	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3920**	**0.1512**	**0.1799**	**2.9000e-004**		**9.3200e-003**	**9.3200e-003**		**9.3200e-003**	**9.3200e-003**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9400e-003	0.0128	0.1814	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3733**	**0.0128**	**0.1814**	**2.9000e-004**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Unmitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,206.1508	1,206.1508	0.0495	0.0112	1,210.7387
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,689.4275	1,689.4275	0.0693	0.0158	1,695.8536
NaturalGas Mitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287
NaturalGas Unmitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	2.08857e+006	508.0867	0.0208	4.7400e-003	510.0193
Industrial Park	1.65705e+006	403.1119	0.0165	3.7600e-003	404.6453
Manufacturing	1.62136e+006	394.4296	0.0162	3.6800e-003	395.9299
Parking Lot	314580	76.5281	3.1400e-003	7.1000e-004	76.8192
Unrefrigerated Warehouse-No Rail	1.26308e+006	307.2712	0.0126	2.8600e-003	308.4400
Total		**1,689.4275**	**0.0693**	**0.0158**	**1,695.8536**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.63639e+006	398.0847	0.0163	3.7100e-003	399.5989
Industrial Park	1.17926e+006	286.8785	0.0118	2.6700e-003	287.9697
Manufacturing	1.27033e+006	309.0346	0.0127	2.8800e-003	310.2101
Parking Lot	78645	19.1320	7.8000e-004	1.8000e-004	19.2048
Unrefrigerated Warehouse-No Rail	793441	193.0210	7.9200e-003	1.8000e-003	193.7552
Total		**1,206.1508**	**0.0495**	**0.0112**	**1,210.7387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Unmitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	866.1424	8.1311	0.1986	1,128.5927
Unmitigated	866.1424	8.1311	0.1986	1,128.5927

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	178.4534	10.5463	0.0000	442.1108
Unmitigated	237.9379	14.0617	0.0000	589.4810

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	255.15	51.7931	3.0609	0.0000	128.3153
Industrial Park	215.83	43.8115	2.5892	0.0000	108.5412
Manufacturing	198.08	40.2085	2.3763	0.0000	99.6147
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	503.1	102.1248	6.0354	0.0000	253.0098
Total		**237.9379**	**14.0617**	**0.0000**	**589.4810**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	191.363	38.8449	2.2957	0.0000	96.2365
Industrial Park	161.873	32.8587	1.9419	0.0000	81.4059
Manufacturing	148.56	30.1563	1.7822	0.0000	74.7111
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	377.325	76.5936	4.5266	0.0000	189.7573
Total		**178.4534**	**10.5463**	**0.0000**	**442.1108**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

City of Corona

400 S. Vicentia Ave.
Corona, CA 92882

Minutes - Final

Monday, February 24, 2020

6:00 PM

Council Chambers

Planning and Housing Commission

Karen Alexander, Chair
Craig Siqueland, Vice Chair
David Hooks, Commissioner
Timothy Jones, Commissioner
Vacant, Commissioner

EXHIBIT 9

ROLLCALL

Present 4 - Chair Karen Alexander, Vice Chair Craig Siqueland, Commissioner David Hooks, and Commissioner Tim Jones

CALL TO ORDER

Chair Alexander called the meeting to order.

PLEDGE OF ALLEGIANCE

Commissioner Jones led the Pledge of Allegiance.

COMMUNICATIONS FROM THE PUBLIC

None.

MEETING MINUTES

1. Approval of minutes for the Planning and Housing Commission meeting of February 10, 2020.

Attachments: 20200210-P&H Minutes - DRAFT

A motion was made by Commissioner Jones, seconded by Commissioner Hooks, that the Planning and Housing Commission approve the meeting minutes of February 10, 2020. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

CONSENT ITEMS

None.

PUBLIC HEARINGS

2. PM 37608 (CONTINUED): Parcel map application to subdivide 74.80 acres into 13 numbered lots for light industrial purposes, two lettered lots for street dedication purposes, and two lettered lots for conservation area purposes located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan (Applicant: Patrick Tritz, Latitude Business Park, LLC (Rexco Development), 2518 N. Santiago Blvd., Orange, CA 92867).

Attachments: Staff Report

Locational and Zoning Map

Exhibit A - Parcel Map 37608

Exhibit B - Conditions of Approval

Exhibit C - Site Plan

Exhibit D - Environmental Documentation

Exhibit E - Intial Joint Project Review (JPR #19-11-05-01), dated January 3, 2020
Exhibit F1-F4 - Public Correspondences

Exhibit G - Public Comment Letter from Golden State Enviromental Justice Alliance, dated January 29, 2020
Exhibit H - Public Comment Letter from Better Neighborhoods, dated January 31, 2020
Exhibit I - Response to Public Comments memo

Exhibit J - Comment Letter from Department of Justice dated February 7, 2020
Exhibit K - Comment Letter from Department of Fish and Wildlife dated February 7, 2020
Exhibit L - Comment Letter from South Coast Air Quality Management District dated February 7, 2020
Exhibit M - Comment Letter from Blum Collins, LLP, dated February 10, 2020
Exhibit N - Responses to comments received from Department Justice, Attorney General Office, California Department of Fish and Wildlife, South Coast AQMD and Blum Collins, LLP
Latitude PP Presentation

County Boundary Exhibit

A motion was made by Vice Chair Siqueland, seconded by Commissioner Jones, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of PM 37608 to the City Council, based on the findings contained in the staff report, the conditions of approval and the added conditions of approval to require language in the project's CC&R's to prohibit trucks from turning left on to Temescal Canyon Road; Tom Barnes Road be posted no truck parking; the developer work with the residents on Liberty Avenue regarding the landscaping and fence condition along the property line; the developer, city and county work on a equitable resolution regarding the paving of Liberty Road; and the developer pay for the cost of a project manager during construction. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

3. PP2019-0001 (CONTINUED): Precise plan application to review the site plan, architecture, and landscaping of 15 light industrial buildings totaling 1,074,771 million square feet proposed on 74.80 acres located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan (Applicant: Patrick Tritz, Latitude Business Park, LLC (Rexco

Development), 2518 N. Santiago Blvd., Orange, CA 92867).

Attachments: Staff Report

Resolution No. 2549

Locational and Zoning Map

Exhibit A1-A2 - Site Plan and Parking Table

Exhibit B - Conditions of Approval

Exhibit C - Elevations

Exhibit D - Landscape Plan

Exhibit E - Signage Program

Exhibit F - Access Easement Exhibit for Not A Part Parcels

Exhibit G - Parcel Map 37608

Exhibit H - Preliminary Grading Plan

Exhibit I - Letter from County Transportation Department, dated September 26, 2008, regarding Liberty Street and La Gloria Street
Exhibit J - Temescal Canyon Road Improvement Exhibit

Exhibit K1-K2 - Agency Comments

Exhibit L1-L4 - Public Correspondences

Exhibit M - Environmental Documentation

Exhibit N - Public Comment Letter from Golden State Enviromental Justice Alliance, dated January 29, 2020
Exhibit O - Public Comment Letter from Better Neighborhoods, dated January 31, 2020
Exhibit P - Response to Public Comments memo

Exhibit Q - Intial Joint Project Review (JPR #19-11-05-01), dated January 3, 2020
Exhibit R - Comment Letter from Department of Justice dated February 7, 2020
Exhibit S - Comment Letter from Department of Fish and Wildlife dated February 7, 2020
Exhibit T - Comment Letter from South Coast Air Quality Management District dated February 7, 2020
Exhibit U - Comment Letter from Blum Collins, LLP, dated February 10, 2020
Exhibit V - Responses to comments received from Department Justice, Attorney General Office, California Department of Fish and Wildlife, South Coast AQMD and Blum Collins, LLP
Exhibit W - Additional Public Correspondences

At the request of Chair Alexander, Joanne Coletta, Community Development Director, reviewed the staff report and exhibits for PM 37608 and PP2019-0001. At the conclusion of her presentation, Ms. Coletta offered to answer any questions of the Commission.

Chair Alexander acknowledged that she received information from one of the residents in the area regarding the lawsuit that was filed on the previous

mining operation. She also gave an overview on the meetings she had with the residents on the proposed project and her conversation with a previous city employee, Ned Ibrahim, a former city engineer. She asked Mr. Ibrahim to talk about Temescal Canyon Road and its current condition.

NED IBRAHIM, CIVIL ENGINEER, gave a brief description on the history on Temescal Canyon Road within the El Cerrito Plan and suggested that an interim improvement could be done to the section of the street north of the project site. He suggested that by adding a third lane in the undivided road would create a center lane for vehicles to wait as they turn left or right; currently vehicles making turn movements on Temescal Canyon Road stop traffic on the two lane road, which causes a delay. He indicated that an additional 12 feet of pavement could accommodate an additional lane for a length of 0.6 miles.

Commissioner Hooks asked for explanation as to the exact area Mr. Ibrahim is referring to.

Mr. Ibrahim said from the north property line of the project site to the signal at Minnesota Road.

Commissioner Jones asked how much additional pavement would be required to widen the lanes.

Mr. Ibrahim responded it would be the standard width, which is 12 feet.

Commissioner Hooks asked if the El Cerrito area belongs to the County of Riverside.

Mr. Ibrahim responded yes.

Chair Alexander opened the public hearing.

MARY GEHLEY, RESIDENT, spoke about her concerns regarding traffic, noise and road paving and stated opposition to the project.

LAURIE PAIZ, RESIDENT, spoke about her concerns regarding traffic, and possible cut-through traffic on the residential streets if Liberty/La Gloria is paved and stated opposition to the project.

JOSE RAMIREZ, RESIDENT, spoke about the local jobs the project would bring to the area and stated support for this project.

EDDIE RIVERA, RESIDENT, spoke about about the local jobs the project

would bring to the area and stated support for this project.

DALE PLOUNG, RESIDENT, spoke about his recommendations on a sound wall to help both the developer and the residents come to an agreement.

JENNIFER HERNANDEZ, RESIDENT, spoke about her concerns regarding the condition of Liberty Road and the lack of paving. She felt the paving of Liberty Road should be associated with this project.

KAROLA BUSH, RESIDENT, spoke about her concerns regarding traffic, air pollution, noise, no sidewalk or sewer in her neighborhood, and access for emergency vehicles into the residential neighborhood and stated opposition to the project.

STEVE NOLAN, RESIDENT, spoke about his concerns regarding traffic on Temescal Canyon Road and trucks should not use Temescal Canyon Road until it is fully improved.

JOE MORGAN, RESIDENT, spoke about his concerns regarding the lack of road improvements in the area and that the developer should be able to make reasonable accommodations for the residents.

Vice Chair Siqueland asked for clarification in regards to what is city property versus Riverside County (County) property.

TOM KOPER, ACTING PUBLIC WORKS DIRECTOR, showed an exhibit depicting the city/county boundary line and where sections of the road are located.

Vice Chair Siqueland asked if the County is responsible for making the street improvements to Liberty Avenue / La Gloria Street.

Mr. Koper responded the County is responsible for the street improvements on Liberty Avenue / La Gloria Street.

Vice Chair Siqueland confirmed there is no guarantee that the County will follow through on their condition of improvements for Liberty Avenue / La Gloria Street.

Ms. Coletta responded that is correct.

Vice Chair Siqueland asked would it be better for the developer to use their funds to focus on Liberty Avenue / La Gloria Street.

Mr. Koper gave a brief description on his thoughts for the street improvements.

Commissioner Jones asked if the funds that were set aside for the street improvements could be used for other improvements such as a sound wall.

Mr. Koper responded the County would have to address that question.

Commissioner Jones asked how effective will the truck traffic signage be to prohibit trucks from turning north on Temescal Canyon Road.

Mr. Koper responded that it can be effective because it is an enforceable violation. Also, trucking companies are a licensed business and they would not want to risk their license by not following traffic laws.

Commissioner Jones asked if the left turn lane on Tom Barnes can be temporary closed to prohibit trucks from turning north onto Temescal Canyon Road.

AARON COX, ASSOCIATE TRAFFIC ENGINEER from the PUBLIC WORKS DEPARTMENT, responded no, because of the impact it would have on passenger vehicles that go northbound and likely the residents that use this road and turn left to go back home.

Chair Alexander asked Mr. Cox to explain other options that could be enforced to keep trucks from turning north onto Temescal Canyon Road.

Mr. Cox said self-govern enforcement is commerical traffic enforcement by the Police Department. He also mentioned using certain technology such as license plate recognition because the license plates on trucks are different than on passenger vehicles. However, this type of technology has limitations because the driver recieving a ticket can challenge it and ask to see the evidence. This technology has similar concerns to the red light camera technology that cities were using before they got removed.

Commissioner Hooks talked about a possible sound wall to ease the noise for residents.

Commissioner Hooks asked why can't the street improvements be completed on Liberty Avenue / La Gloria Street.

Mr. Koper explained the agreement between the previous owner and the county and that the prior owner paid a fee to the county in lieu of doing the improvements to the road. The county is responsible for using those funds to improve the road.

A discussion ensued between Mr. Koper and the Commissioners regarding the funds that were given to the County and the street improvements.

PATRICK TRITZ, REXCO DEVELOPMENT, gave a brief description on how Rexco and the County are working together to resolve the residents concerns.

RUSSELL WILLIAMS, DEVELOPMENT REVIEW MANAGER FOR RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT, acknowledged the money paid by the previous developer to the county and explained the current road condition and that right-of-way would need to be dedicated to build the road to its full width; he said the alignment of the road would need to be evaluated by an engineered survey.

Chair Alexander asked what suggestions does the Riverside County Transportation department have for this project to move forward.

Mr. Williams explained the County is willing to work with the city, developer and the residents to get the street improvements done on Liberty Road / La Gloria Road.

Vice Chair Siqueland asked Mr. Tritz to address the residents concerns for the street improvements on Liberty Road / La Gloria Road.

Mr. Tritz responded the first thing that needs to be done in an engineered survey of the road and he is willing to work with the county on that and discuss some type of improvement to the area.

Chair Alexander asked if the Transportation Uniform Mitigation Fee (TUMF) is available for this project.

Mr. Williams explained the TUMF program cannot be used, because the funds are for regional roadway improvements and not local roads.

Chair Alexander asked if the TUMF program can be used for Temescal Canyon Road road improvements.

Mr. Williams replied yes but does not believe adding a third lane is covered in the program [the program covers the ultimate roadway width for Temescal Canyon Road].

A discussion ensued between with Mr. Koper and Chair Alexander regarding the funds for widening Temescal Canyon Road.

Chair Alexander closed the public hearing.

A discussion ensued among the Commissioners and staff regarding the project with the Commission eventually agreeing on additional conditions of approval for the project. At the end of the discussion, Commissioner Siqueland made a motion to approve the project, but with added conditions: a) the CC&R's for the project shall have language that restricts trucks from exiting northbound on Temescal Canyon Road, b) Tom Barnes Road shall be posted no parking for trucks, c) the developer shall engage with the residents on Liberty Avenue on the landscaping and fence condition to address concerns regarding views and noise, d) the developer, the county and city staff shall work on an equitable resolution regarding the paving of Liberty Road, and e) developer shall cover the costs associated with the city hiring an inspection project manager for the project during construction. The motion was seconded by Commissioner Jones.

The Commission also motioned and carried for the same conditions of approval to be added to the precise plan application for the project.

A motion was made by Vice Chair Jones, seconded by Chair Alexander, that the Planning and Housing Commission adopt Resolution No. 2549 GRANTING PP2019-0001, based on the findings contained in the staff report, the conditions of approval and that the conditions of approval added for PM 37608 be carried forward here. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

4. PM 37746 (PM 2019-0004): A parcel map application to create one lot on 4.80 acres for the development of a 99,560 square foot indutrial building located on the north side of Third Street and east of Grand Bouleavard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC., 1300 Bristol Street North, Suite 290 Newport Beach, CA 92660).

Attachments: Staff Report

Locational and Zoning Map

Exhibit A - Parcel Map 37746

Exhibit B - Conditions of Approval

Exhibit C - Site Plan

Exhibit D - Applicant's letter dated September 19, 2019

Exhibit E - Environmental Documentation

Exhibit F1-F3 - Community Outreach Notices dated March 7 and March 14, 2019 and Map of Notified Residential Properties

PowerPoint Presentation

A motion was made by Vice Chair Siqueland, seconded by Commission Hooks, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of PM 37746 to the City Council, based on the findings contained in the staff report and conditions of approval with the added conditions that any signage placed on the south elevation of the building, facing Third Street and the residences shall be non-illuminated and the landscaping along the building frontage on the south side of the building shall be enhanced with additional trees. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

5. PP2019-0007: A precise plan application to review the site plan, architecture, parking and landscaping associated with the development of a 99,560 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC., 1300 Bristol Street North, Suite 290, Newport Beach, CA 92660).

Attachments: Staff Report

Resolution No. 2550

Locational and Zoning Map

Exhibit A - Site Plan

Exhibit B - Conditions of Approval

Exhibit C - Existing Site Photograph

Exhibit D - Floor Plan

Exhibit E - Grading Plan

Exhibit F1-F2 - Colored Elevations

Exhibit G - Elevations

Exhibit H - Color Landscape Plan

Exhibit I - Fence and Wall Plan

Exhibit J1-J2 - Applicant's letter dated September 3 and November 11, 2019

Exhibit K - Environmental Documentation

Exhibit L1-L3 - Community outreach notices dated March 7 and March 14, 2019 and Map of Notified Residential Properties

A motion was made by Commissioner Jones, seconded by Commissioner Hooks, that the Planning and Housing Commission adopt Resolution No. 2550 GRANTING PP2019-0007, based on the findings contained in the staff report and conditions of approval with the added conditions that signage on the south elevation of the building facing Third Street shall be non-illuminated and the landscaping along the building's frontage be enhanced with additional trees. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

6. V2019-0002: Variance application requesting relief from the development standards under Section D (Table III-3) of the Downtown Corona Revitalization Specific Plan to reduce the 10-foot rear yard landscape setback to zero to accommodate parking spaces and on-site circulation associated with the development of a 99,560 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC., 1300 Bristol Street North, Suite 290, Newport Beach, CA 92660).

Attachments: Staff Report

Resolution No. 2551

Locational and Zoning Map

Exhibit A - Site Plan with underlying easements

Exhibit B - Conditions of Approval

Exhibit C - Applicant's letter requesting Variance

Exhibit D - Environmental Documentation

Exhibit E1-E3 - Community outreach notices dated March 7 and March 14, 2019 and Map of Notified Residential Properties

At the request of Chair Alexander, Lupita Garcia, Associate Planner, reviewed the staff report and exhibits for PM 37746, PP2019-0007 and V2019-0002. At the conclusion of her presentation, Ms. Garcia offered to answer any questions of the Commission.

Chair Alexander asked Public Works to address the recent update to the Conditions of Approval.

MICHELE HINDERSINN, SENIOR ENGINEER, from the PUBLIC WORKS DEPARTMENT, gave a brief update on the recent changes to the Conditions of Approval.

Commissioner Hooks asked if there will be any signage.

Ms. Garcia responded no signage has been proposed.

Commissioner Hooks asked if a permit would be requried for signage.

Ms. Garcia responded yes.

Vice Chair Siqueland asked if the change in the square footage will effect the parking.

Ms. Garcia responded the number of parking spaces meets the requirements for the square footage.

Vice Chair Siqueland asked if the area between the building and the retaining wall will be paved.

Ms. Garcia responded yes.

Vice Chair Siqueland asked what is the height of the retaining wall.

Ms. Garcia responded it is 40 feet high.

Vice Chair Siqueland asked if there is no change in the setbacks between the building and the freeway would it require landscaping.

Ms. Garcia responded yes.

Vice Chair Siqueland asked if a quarter of the property would not be landscaped.

Ms. Garcia responded that is correct.

Commissioner Jones asked if the exterior appearance of the building will be impacted.

Ms. Garcia responded no.

Chair Alexander gave a brief description about the conversations she had with the surrounding tenants.

Commissioner Hooks asked what size of trucks will be entering and exiting the proposed project site.

Chair Alexander opened the public hearing.

MICHAEL MCKENNA, EBS REALTY PARTNERS, LLC, explained the type and size of trucks that would be used at this location.

Commissioner Hooks asked if the truck traffic will impact the residents and how will they stage the trucks.

Mr. McKenna responded he cannot predict the truck traffic without knowing who will occupy the building and stated there will be no staging of trucks on the residential street.

Chair Alexander commented she spoke with a nearby resident and liked the idea of the dock ramps facing the 91 freeway.

Vice Chair Siqueland asked if the applicant would be willing to gift the landscaping portion that is not required for the project site [meaning adding the landscaping to other parts of the project site].

Mr. McKenna gave a brief description on why that area of the building cannot be landscaped.

Chair Alexander asked if the number of trees is maxed out in the front of the building.

Mr. McKenna responded he would have to defer that question to the landscape architect.

Chair Alexander stated she would like them to place the maximum amount of trees in front of the building.

Mr. McKenna gave a brief description on the community outreach he did with the surrounding residents.

Chair Alexander asked what will the delivery schedule be.

Mr. McKenna responded he can not give an accurate answer without knowing who the tenant will be.

Commissioner Jones recommended more landscape options be added along the side of the building.

BRIAN TRESSEN, EBS REALTY PARTNERS, LLC, gave a brief description on the community outreach he did with the surrounding residents.

Commissioner Hooks asked if the rear of the building will be secured.

Mr. Tressen responded yes.

Commissioner Hooks asked if there will be motion security lights located at the rear of the building.

Mr. Tressen responded yes.

JOE MORGAN, RESIDENT, spoke about his concerns and recommendations for this project.

Vice Chair Siqueland asked is there a municipal code for the hours of operation for a commercial building next to residential homes.

Ms. Coletta responded no but the business would still have to meet the city's performance standards for noise.

A discussion ensued among the Commissioners and Ms. Coletta regarding the hours of operation and signage.

Chair Alexander closed the public hearing.

A discussion ensued among the Commissioners and Ms. Coletta regarding their concerns.

A motion was made by Vice Chair Siqueland, seconded by Commissioner Jones, that the Planning and Housing Commission adopt Resolution No. 2551 GRANTING V2019-0002, based on the findings contained in the staff report and conditions of approval. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

WRITTEN COMMUNICATIONS

None.

ADMINISTRATIVE REPORTS

None.

PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS

Vice Chair Siqueland commented that he appreciated all the community involvement on the various projects.

Commissioner Jones thanked staff for all their hard work.

Chair Alexander also thanked staff for all their hard work.

Chair Hooks agreed with the Commissioners' comments.

ADJOURNMENT

Chair Alexander adjourned the meeting at 9:24 p.m. to the Planning and Housing Commission meeting of Monday, March 9, 2020, commencing at 6:00 p.m. in the City Hall Council Chambers.

File #: 20-0187

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Community Development Department

SUBJECT:
City Council consideration of Precise Plan 2019-0001, for the review of the site plan, architecture, and landscaping of 15 light industrial buildings totaling 1,074,771 million square feet proposed on 74.80 acres located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan. (Applicant: Patrick Tritz, Latitude Business Park, LLC.)

RECOMMENDED ACTION:
That the City Council:

a. Take no action, thereby affirming the Planning and Housing Commission's action granting PP2019-0001, based on the findings contained in the staff report and conditions of approval.

OR

b. Set the item for review at a subsequent meeting.

ANALYSIS:
Project Site Background
The 74.8-acre project site is a former sand mine, closed in 1997 and reclaimed under the terms of a surface mine permit issued in 1978. The project site in addition to the 113.5 acres to the south was annexed to the City in 2001. The City received written verification from the Office of Mine Reclamation dated September 29, 2015, that the mine site previously operated on the project site had been substantially reclaimed in accordance with the approved reclamation plan. Since the project site is fully reclaimed from the previous mining operation urbanized development can now occur on the project site.

The zoning of the project site is Light Industry (LI) of the El Cerrito Specific Plan and the General Plan designation is Light Industry. The Specific Plan further separates the site into two planning areas, Planning Areas 1 and 2, under the LI designation. Planning Area 1 is comprised of 28 acres located along the east side of the I-15 Freeway. Planning Area 2 is comprised of the remaining balance of the site totaling 47 acres.

PP2019-0001, is associated with Parcel Map 37608 which proposes to create 13 parcels on the site to accommodate the proposed buildings. Both applications are being processed for concurrent approvals.

PROJECT DESCRIPTION

PP2019-0001 is for the development of an industrial business park containing 15 light industrial buildings on 74.80 acres located between the I-15 Freeway and Temescal Canyon Road and north of Tom Barnes Road.

Site Plan

The proposed site plan arranges 15 buildings, ranging in size from 18,234 to 253,799 square feet, on the site. Most of the buildings will be located on individual parcels being created by PM 37608, except for three buildings which will be located on one parcel. The project was designed to be completed in two phases, if necessary. Phase 1 consists of Buildings 1 - 10 and Phase 2 consists of Buildings 11 - 15. A summary of the proposed buildings are provided in Table A and further depicted on the project's site plan.

TABLE A
BUILDING SUMMARY

Building No.	Building Size (Square Feet)	Site Size (Square Feet)	Uses
1	163,806	10.05	Office, Manufacturing, Warehouse
2	63,503	3.97	Office, Manufacturing, Warehouse
3	44,749	3.25	Office, Manufacturing, Warehouse
4	32,739	2.33	Office, Manufacturing, Warehouse
5	22,759	1.99	Office, Manufacturing, Warehouse
6	19,490	3.06	Office, Manufacturing
7	36,084	3.54	Office, Manufacturing
8	18,234	1.87	Office, Manufacturing

9	89,366	4.91	Office, Manufacturing, Warehouse
10	253,799	12.23	Office, Manufacturing, Warehouse
11	46,064	3.70	Office, Manufacturing, Warehouse
12	78,411	5.30	Office, Manufacturing, Warehouse
13	69,189	18.57	Office, Manufacturing, Warehouse
14	69,189		Office, Manufacturing, Warehouse
15	67,389		Office, Manufacturing, Warehouse
Totals	1,074,771		

Access to the buildings will be provided via private onsite drive aisles from Tom Barnes Road. The on-site access will be dedicated by access easements overlaying the parcels. Two driveways are proposed from Tom Barnes Road into the project site. The project site will not have access directly from Temescal Canyon Road or from Liberty Avenue and La Gloria Street located north of the project site.

The project is providing vehicle access to two parcels located outside of the northwestern boundary of the project site. The parcels are identified as "Not a Part" on the parcel map. The easement would allow the two parcels to have access to Tom Barnes Street through the project site, particularly through Parcel 13 which contains Buildings 13, 14, and 15. The easement would cover a portion of the parking/circulation area within Parcel 13 and the internal private roadway.

Joseph Canyon Wash is protected by a conservation easement along the front of the property. The project will provide a landscape buffer that ranges from 5 feet to 65 feet wide along the north side of the conservation easement. The on-site buffer area is required to be landscaped with native plant species.

Architecture

The architecture for the proposed buildings are proposed to be built of concrete tilt-up panels, painted in white and grey as the dominant colors and accented with indigo blue. Blue glazing, tile, and corrugated metal will be used as accents. The accents, as well as breaks in the building facades, will provide visual interest to the buildings. All of the proposed buildings would use the same palette of colors and materials and would share the same general architectural style.

The maximum allowable building height in the LI land use designation of the El Cerrito Specific Plar 688

is 40 feet at the building setback line. Maximum height can increase one foot for each additional foot of setback, up to a maximum of 55 feet. The proposed buildings vary in height with the tallest building at 43 feet.

A condition of approval was added to the project that the developer provide rooftop mechanical screens or similar screening that are compatible with the color of the building for rooftop equipment that would be highly visible to the nearby residents to the north.

Most of the proposed buildings would be built with dock-high loading doors for the loading/unloading of materials from semi-trailers. The loading areas are oriented south towards Tom Barnes Street. The design places the buildings between the loading areas and existing residences to the north which would help with sound attenuation and appearance from Liberty Avenue.

Landscaping

The project site will on average be 47 feet lower than the residential properties to the north with the northwesterly portion of the project site being approximately 65 feet lower than the adjacent residential properties after grading. The northerly perimeter will have an extensive landscape buffer on the manufactured slope created from the on-site grading process. The project's conceptual landscape plan shows an abundance of trees proposed within the slopes created along the west perimeter (I-15 Freeway) and the north perimeter (Liberty Avenue). The top of the slope along Liberty Street will be planted with a line of 24-inch box paperbark trees, which are evergreen trees that will maintain their foliage throughout the seasons. As such, the paperbark trees will effectively screen the rooftops of the proposed buildings from the residences on Liberty Street. The internal roadways, parking lots, and buildings will be landscaped with a variety of accent and shade trees to soften the massing of the buildings, provide parking lot shade, and enhance the entrances to each building area. The project also includes enhanced paving at the two main project entries on Tom Barnes Street and along both sides of the westerly internal roadway.

The landscape areas along the north side of Joseph Canyon Wash will include only noninvasive native plant species as required by the California Department of Fish & Wildlife.

Because Buildings 9, 10, and 11 have loading areas that are visible from Tom Barnes Street, tubular steel fencing with vine planting will be installed along the south property lines of these areas to screen the loading areas from view along Tom Barnes Street. The loading areas will be further screened by the existing foliage within Joseph Canyon Wash.

Fencing and Walls

The proposed project would use slopes and landscaping to provide a physical and visual buffer to adjacent land uses. The site is currently surrounded by chain link fencing, which staff is requiring that the applicant upgrade to tubular steel fencing or similar for areas where fencing would be visible to the public. These areas include the north perimeter along Liberty/La Gloria, east perimeter along Temescal Canyon Road, west perimeter along the I-15 Freeway, and south perimeter along Tom Barnes. Also, fences and gates that are visible from the two private roadways located within the development would also be required to be constructed of tubular steel or similar. The maximum allowable height for fencing in an industrial zone is 9 feet. No fences or gates are permitted within

each parcels' respective front yard setback area.

Because the project site will be at a lower elevation than the adjacent residences and buffered by a landscaped slope with a variety of trees, tubular steel fencing at the top of slope along Liberty Avenue was considered the most appropriate material as opposed to a solid block wall. The tubular steel fencing with the project's landscaping provides a softer appearance for the nearby residents and prevents a canvas for graffiti.

Parking

The buildings are required to provide parking based on the parking ratios established by Chapter 17.76 of the CMC. The land uses for the project site include office, manufacturing and warehouse and are required to be parked at the following ratios.

- Office - 1:250
- Manufacturing - 1:500
- Warehouse - 1:1000 (subject to Zoning Administrator approval)

Based on the applicant's site plan and parking table, the project requires 1,963 parking spaces. The project site provides 2,249 parking spaces.

Signage

One 15-foot high project entry monument signs is proposed at the corner of Tom Barnes Street and Temescal Canyon. Two 10-foot high directional monument signs are proposed at the two primary project entrances on Tom Barnes Street. Two additional 10-foot directional high monument signs are proposed within the project site. A 100- foot long freeway sign with the name of the business park "LATITUDE Business Park" is proposed within the slope area adjacent to the I-15 Freeway. The name "LATITUDE" is designed as individual letters that are 10 feet tall and will be lit externally by LED up-lighting.

The El Cerrito Specific Plan permits project entry monument signs at prominent street corners and at main project entrances to be no more than 5 feet in height. Therefore, the applicant's project monument sign on Tom Barnes/Temescal Canyon will need to be revised to comply with the 5-foot height limit.

The Specific Plan allows directional monument signs at prominent entry points up to 5 feet in height with a maximum sign of 25 square feet. The applicant's 4 directional monument signs will need to be reduced in height and size in order to comply with the Specific Plan's sign criteria.

As it pertains to freeway signage, the Specific Plan allows one pylon sign up to a maximum height of 60 feet and at a maximum allowable size based on a formula of one square foot of sign copy face for each linear foot of freeway frontage, up to 300 square feet maximum, not including the name of the center. Each pylon sign shall allow up to 6 tenant spaces, with each panel containing only one tenant name. Although the project's freeway sign only advertises the name of the business park and includes no space for advertising the tenants within the center; the sign is not a typical pylon design and exceeds the maximum allowable height and sign area currently. Therefore, significant changes

would need to be made to the sign to comply with the Specific Plan's sign criteria.

No building signage is shown at this time but are subject to the sign criteria in the Specific Plan, which permits signage on up to 3 sides of a building. Each side may have signage based on a formula of 1.25 square feet of sign area for each one linear foot of building or tenant space frontage.

All signs are required to be permitted prior to installation. It should be noted that the Specific Plan gives the Community Development Director the authority to review and approve the final design of the sign program, provided that the revised signs are in substantial conformance to the approved sign program reviewed with the precise plan.

Circulation Improvements

Primary access to the parcels will be from Tom Barnes Road, which is an improved public street that also provides secondary access to the Crossings at Corona shopping center. The portion of Temescal Canyon Road adjacent to the site is partially improved, and will require widening and the installation of curb, gutter, sidewalk, and landscaping with this project.

No direct vehicle access is proposed from La Gloria Street and Liberty Avenue, which are located within the unincorporated area of Riverside County on the north side of the project site. The City did receive a letter from the County of Riverside Transportation and Land Management Agency dated September 26, 2008, indicating the County negotiated an arrangement with Castle and Cooke (the prior property owner) to pay a fee in lieu of constructing the street improvements on Liberty Avenue and La Gloria Street associated with PM 29503. The County indicated the funds would be used in the future to provide some improvements to these roads or used on other roads in the adjacent area that will benefit the residents in the unincorporated county. During the public hearing at the Planning and Housing Commission meeting, the residents on Liberty Avenue requested that Liberty Avenue be improved in some capacity due to the unimproved condition of the road. Since the Planning and Housing Commission meeting, the developer has met with the residents on Liberty Avenue and with County and City staff to discuss the partial paving of Liberty Avenue. The developer has agreed to construct a paved width of 24 feet on Liberty Avenue adjacent to the residences. Paving would start at the residential driveway located at 7770 Liberty Avenue and would continue west to the residential driveway located at 7570 Liberty Avenue. The approximate length of the paving would be 1,100 feet.

County staff has agreed to the proposed paving and a condition of approval was added to PM 37608 to state:

The portion of Liberty Avenue adjacent to the residences north of the project site's property line shall be paved to a width of 24 feet by the developer prior to the issuance of the first Certificate of Occupancy for the project. The paved road section shall be reviewed and approved by the County of Riverside's Transportation and Land Management Agency.

Also, as a condition of approval for the project, the Covenants, Conditions and Restrictions (CC&Rs) being established for the project shall include language that truck traffic exiting the property shall exit southbound on Temescal Canyon Road to Cajalco Road to access the freeway. Truck traffic

going northbound on Temescal Canyon Road from the project site is prohibited. This truck route shall remain in place until Temescal Canyon Road north of the project site is improved to its ultimate width in the County of Riverside.

Temescal Canyon Road is a regional facility in the County's Transportation Uniform Mitigation Fee (TUMF) program. Recently, the County Transportation Department successfully obtained funds from the TUMF program in the amount of $3 million for the planning and engineering work associated with the widening of Temescal Canyon Road between El Cerrito Road and Tom Barnes Street from two lanes to four lanes. The County Transportation Department is considering the improvement of this road segment a priority, but also anticipates this project to be complex given the necessary right -of-way acquisitions to construct the road to its ultimate width. County Transportation will be developing a funding plan for the right-of-way acquisition and construction phase of the Temescal Canyon Road widening in El Cerrito, that will require further funding partnerships with the Riverside County Transportation Commission (RCTC) and Western Riverside Council of Governments (WRCOG) to maximize use of Federal, State and Regional funds. Once the segment of Temescal Canyon Road that extends through the El Cerrito community is complete, Temescal Canyon Road will have 5 miles of four lanes, improving the bottleneck conditions that exist today in that area.

TRAFFIC IMPACT ANALYSIS

A traffic impact analysis (TIA) was prepared for the proposed project by Linscott, Law & Greenspan (LL&G) in September 2019 and updated in November 2019 to assess the project's impacts on the level of service (LOS) at several street intersections and roadway links. LL&G also prepared a queueing analysis to determine the amount of vehicle stacking that would be needed to accommodate future traffic turning from eastbound Tom Barnes Street onto Temescal Canyon Road and for traffic continuing eastbound into the mini-storage east of Temescal Canyon Road.

Queueing Analysis

The queueing (stacking) analysis estimated the maximum number of vehicles that would be queued (stacked) to make turns from Tom Barnes Street onto Temescal Canyon Road, and the length of the left and right turn pockets that would be needed to accommodate the vehicles waiting to turn.

The queueing analysis determined that lengthening the existing left turn pocket and/or making other changes to the Tom Barnes/Temescal Canyon intersection will allow this intersection to function acceptably. Therefore, the developer shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This improvement shall be done prior to the issuance of the first certificate of occupancy for the project.

The developer is also responsible for constructing or paying the fair share cost of the following circulation improvements:

- Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of PM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a

shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.

- Intersection at State Street at Ontario Avenue (Year 2022). This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). The developer is responsible for 100% of the cost associated with this improvement. The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

- Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of PM 37608, whichever one occurs first.

The proposed project complies with the requirements of the El Cerrito Specific Plan and the Corona Municipal Code. The proposed uses are allowed in the Light Industrial designation of the Specific Plan. However, a condition of approval was added to the project to state:

The City will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.

This condition was placed on the project in response to some of the comments regarding transport refrigeration units (TRUs) being used in the project, but not analyzed in project's air quality modeling. The applicant is not proposing cold storage warehouse for the project and therefore TRUs

were not analyzed. The condition would result in a zoning restriction on the property that would not allow cold storage warehouse. However, if a future property owner desires to have cold storage warehouse additional analysis under CEQA would be required before the use is allowed on the project site.

COMMITTEE ACTION:
Not applicable.

STRATEGIC PLAN:
Not applicable.

FISCAL IMPACT:
The applicant paid $16,381.75 in application processing fees for the Precise Plan.

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 Latitude Business Park project. Per CEQA Guidelines Section 15206 (b)(2)(E), the industrial project is considered statewide, regional or area wide significance and was submitted to the State Clearinghouse (SCH#2020019017) on January 7, 2020. The 30-day review and public comment period at the State Clearinghouse ended on February 5, 2020. A Notice of Intent to have the City Council adopt the MND was published by the City on March 11, 2020.

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 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 effect on the environment. The Initial Study and Mitigated Negative Declaration are recommended for adoption with PM 37608, which is being reviewed concurrently with PP2019-0001.

PLANNING AND HOUSING COMMISSION ACTION:
At its meeting of February 24, 2020, the Planning and Housing Commission considered the subject matter and took the following action:

Motion was made, seconded (Siqueland/Hooks) and carried unanimously, that the Planning and Housing Commission adopt Resolution No. granting PP2019-0001, 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.

PREPARED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

SUBMITTED BY: JACOB ELLIS, CITY MANAGER

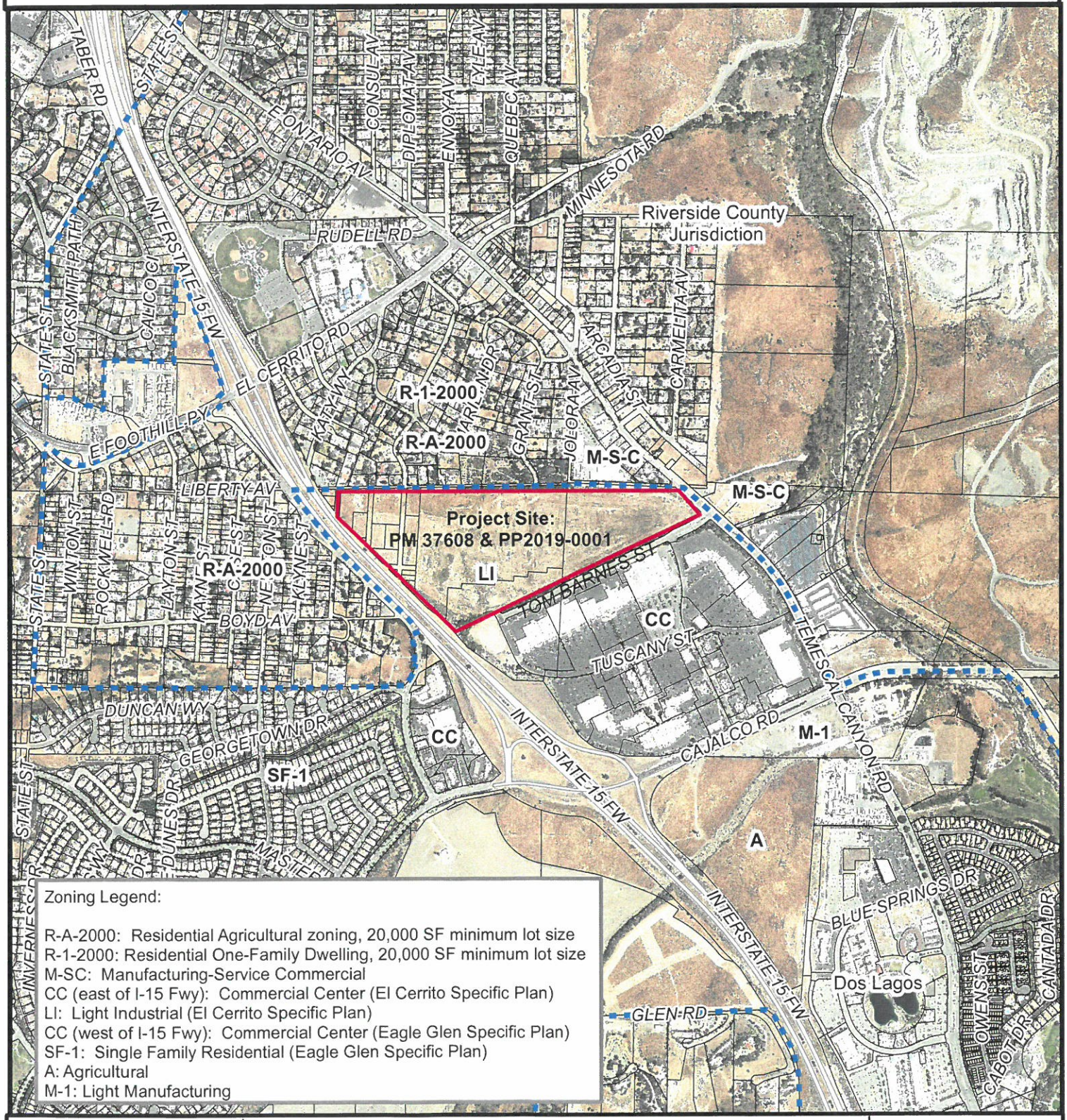
Attachments:

1. Exhibit 1 - Locational and Zoning Map
2. Exhibit 2 - Site Plan for PP2019-0001
3. Exhibit 3 - Planning and Housing Commission Staff Report
4. Exhibit 4 - Draft Minutes of the Planning and Housing Commission meeting of February 24, 2020

APPLICANT INFORMATION

Patrick Tritz, Latitude Business Park, LLC., 2518 N. Santiago Blvd., Orange CA 92867

LOCATIONAL & ZONING MAP



Date: 02/05/2020

PM 37608 & PP2019-0001

Latitude Business Park, LLC

EXHIBIT 1

TABULATION

	BLDG.1	BLDG. 2	BLDG. 3	BLDG.4	BLDG.5	BLDG. 6	BLDG. 7	BLDG. 8	BLDG.9	BLDG. 10	BLDG. 11	BLDG. 12	BLDG. 13	BLDG. 14	BLDG. 15	TOTAL
SITE AREA																
Square feet	437,906	173,105	141,529	101,320	86,469	133,213	154,244	81,666	213,913	532,852	161,268	230,760		809,081		3,257,326 sf
Acres	10.05	3.97	3.25	2.33	1.99	3.06	3.54	1.87	4.91	12.23	3.70	5.30		18.57		74.78 ac
BUILDING AREA																
Office/Ind. Park	9,000	5.5%	6,580	10.4%	6,500	14.5%	6,500	19.9%	5,000	22.0%	5,000	25.7%	5,000	13.9%	5,000	27.4%
Manufacturing	48,228	29.4%	24,537	38.6%	15,427	34.5%	8,739	26.7%	5,759	25.3%	14,490	74.3%	31,084	86.1%	13,234	72.6%
Warehouse	106,578	65.1%	32,386	51.0%	22,822	51.0%	17,500	53.5%	12,000	52.7%	0	0.0%	0	0.0%	0	0.0%
TOTAL	163,806	100.0%	63,503	100.0%	44,749	100.0%	32,739	100.0%	22,759	100.0%	36,084	100.0%	36,084	100.0%	18,234	100.0%
COVERAGE	37.41%		36.68%		31.62%		32.31%		26.32%		14.63%		23.39%		22.33%	
CLEAR HEIGHT	32'		30'		28'		26'		24'		24'		16'		16'	
AUTO PARKING REQUIRED																
Office/Ind. Park 1/250 s.f.	36		26		26		26		20		20		20		20	
Manu. 1/500 s.f.	96		49		31		17		12		29		62		26	
Whse. 1/1000 s.f.	107		33		23		18		12		0		0		0	
TOTAL	239		108		80		61		44		49		82		46	
AUTO PARKING PROVIDED																
Standard (9' x 20')	122		47		36		18		20		35		126		58	
Compact (8.5' x 17'-6') 40% max.	63		54		37		27		23		8		0		0	
Accessible Parking (9' x 20')	6		4		3		3		3		1		2		1	
Van Accessible Parking (12' x 20')	2		2		1		1		1		1		2		1	
TOTAL	193		107		77		49		47		45		130		60	
40% compact allowed	77		42		30		19		18		18		52		24	
ADDITIONAL PARKING REQUIRED	0		0		0		0		0		0		0		0	
TRAILER PARKING PROVIDED																
Trailer (10' x 53')	27		0		0		0		0		0		0		0	
TRASH ENCLOSURE REQUIRED SIZE																
60 s.f. /10K for 1st 20K	120		120		120		120		120		117		109		120	
60 s.f. /50K	173		53		30		16		4		N/A		20		N/A	
	293		173		150		136		124		117		140		109	
TRASH ENCLOSURE PROVIDED																
	408		204		204		204		204		204		204		204	

	BLDG. 16	BLDG. 17	BLDG. 18	BLDG. 19	BLDG. 20	BLDG. 21	BLDG. 22	BLDG. 23	BLDG. 24	BLDG. 25	BLDG. 26	BLDG. 27	BLDG. 28	BLDG. 29	BLDG. 30	TOTAL
SITE AREA																
Square feet	161,268	230,760		809,081												3,257,326 sf
Acres	3.70	5.30		18.57												74.78 ac
BUILDING AREA																
Office/Ind. Park	5,000	7,000	8.9%	30,492	44.1%	30,492	44.1%	31,991	47.5%	174,055 sf						
Manufacturing	18,571	31,421	40.1%	3,411	4.9%	3,411	4.9%	1,110	1.6%	365,511 sf						
Warehouse	35,286	39,990	51.0%	35,286	51.0%	35,286	51.0%	34,288	50.9%	535,205 sf						
TOTAL	69,189	78,411	100.0%	69,189	100.0%	69,189	100.0%	67,389	100.0%	1,074,771 sf						
COVERAGE	33.08%			25.43%						33.0%						
CLEAR HEIGHT	36'															
AUTO PARKING REQUIRED																
Office/Ind. Park 1/250 s.f.	16	28	122	122	128											3 stalls
Manu. 1/500 s.f.	63	7	7	7	2											731 stalls
Whse. 1/1000 s.f.	23	40	35	35	34											536 stalls
TOTAL	76	131	164	164	164											1,963 stalls
AUTO PARKING PROVIDED																
Standard (9' x 20')	36	59	61	67	54											600 stalls
Compact (8.5' x 17'-6') 40% max.	0	0	4	4	4											55 stalls
Accessible Parking (9' x 20')	1	1	2	2	2											24 stalls
Van Accessible Parking (12' x 20')	99	162	250	250	247											2,249 stalls
TOTAL	39	64	100	100	98											893 stalls
40% compact allowed	0	0	0	0	0											0 stalls
ADDITIONAL PARKING REQUIRED																
TRAILER PARKING PROVIDED																
Trailer (10' x 53')	15	0	0	0	0											42 stalls
TRASH ENCLOSURE REQUIRED SIZE																
60 s.f. /10K for 1st 20K	120	120	120	120	120											1,786 sf
60 s.f. /50K	32	71	60	60	57											941 sf
	151	191	180	180	177											2,727 sf
TRASH ENCLOSURE PROVIDED																
	204	204	272	272	272											3,672 sf

MAXIMUM FLOOR AREA RATIO
F.A.R. - No limit
BUILDING SETBACKS
Front - 15' (Local/Collector) — Side - None
- 20' (Secondary/major street) — Rear - None
Adjacent to Freeway - None
**10' landscape buffer to parking or drive aisle
LOADING AREA
Minimum 1 space
addition 1 per 15,000 s.f.
MAXIMUM BUILDING HEIGHT
Height - 40'
** 1ft of setback = additional 1' in height, 55' max
ZONING ORDINANCE FOR CITY
Zoning Designation - Light Industrial (M1)
Note: Proposed public street is not included in the tabualtion

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- ASPHALT CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 20')
- STANDARD PARKING STALL W/ 2' OVERHANG
- COMPACT PARKING STALL (8.5' X 17') MAX. 40% OF REQUIRED
- DISABLED PARKING STALL (9' X 20') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- 28' WIDE FIRELANE
- EXISTING PUBLIC FIRE HYDRANT
- F.H. PRIVATE FIRE HYDRANT– APPROXIMATE LOCATION
- DISABLED PARKING (VAN) STALL (9' X 20') + 5' W/ ACCESSIBLE AIS

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE CURB, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF–SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS TO BE CONSTRUCTED.
5. 5'–6"X5'–6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
6. PROVIDE 8' HIGH METAL GATES W/ KNOX–BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. TRASH ENCLOSURE PER CITY STANDARD.
8. APPROXIMATE LOCATION OF TRANSFORMER.
9. PRE–CAST CONCRETE WHEEL STOP.
10. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
11. DESIGNATED SMOKING AREA.
12. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
13. MONUMENT SIGN.
14. ACCESSIBLE PARKING STALL SIGN.
15. 8' HIGH CONCRETE TILT UP SCREEN WALL.
16. 42" HIGH CONCRETE GUARDWALL.
17. TRUNCATED DOME.
18. EXTERIOR PATIO AREA.
19. EXTERIOR CONCRETE STAIR WITH GUARDWALL AND HANDRAIL
20. EXTERIOR BIKE RACK.
21. 8' HIGH METAL FENCE

PROJECT INFORMATION

Owner
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998–3400
FAX: (714) 998–3401
CONTACT: PATRICK TRITZ

Applicant
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998–3400
FAX: (714) 998–3401
CONTACT: PATRICK TRITZ

Construction Type
CONCRETE TILT–UP BUILDING
BUILDING OCCUPANCY: F–1/B
OFFICE & MANUFACTURING
CONSTRUCTION TYPE: III–B

Applicant's Representative
HPA, INC.
18831 BARDEEN AVE. – SUITE 100
IRVINE, CA 92612
PHONE: (949) 862–2173
FAX: (949) 863–0851
CONTACT: NANCY PARK

Zoning
ZONING — LIGHT INDUSTRIAL DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91–02)
GENERAL PLAN — LI (LIGHT INDUSTRIAL)

Assessors Parcel Number
279–140–001–0 (AFFECTS PARCEL 1);
279–140–007–6 (AFFECTS PORTION OF PARCEL 2) AND
279–231–044–0 (AFFECTS PORTION OF PARCEL 2)

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

Project Address
TOM BARNES ST. & TEMESCAL CANYON RD.
CORONA, CA 92883

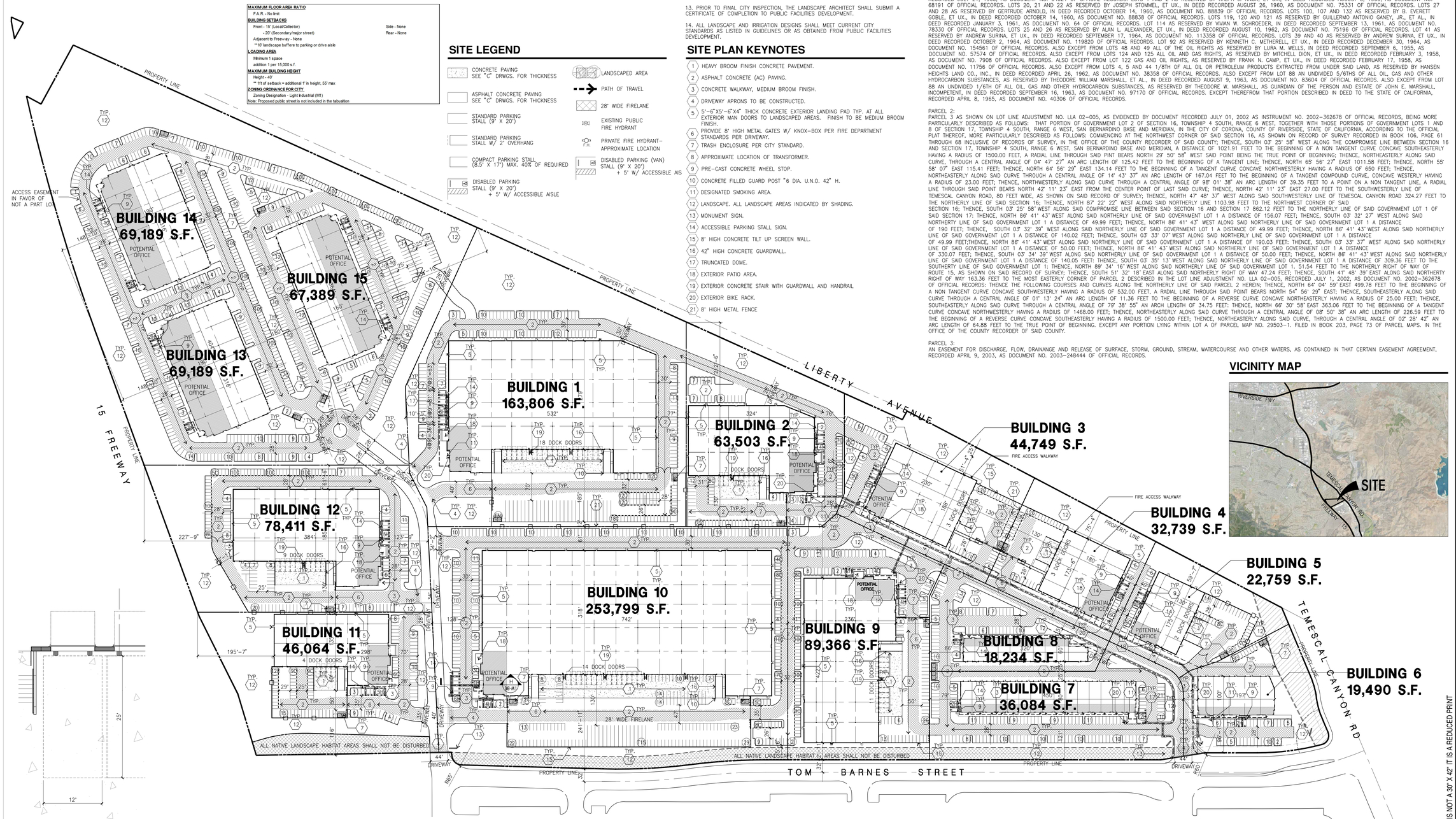
Legal Description
THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
TRACT 3333–R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES: LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JULY 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS. LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS. LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS. LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS. LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS. LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS. LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS. LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS. LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS. LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS. LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS. EXCEPT THEREFROM THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306 OF OFFICIAL RECORDS.

PARCEL 2:
PARCEL 3 AS SHOWN ON LOT LINE ADJUSTMENT NO. LLA 02–005, AS EVIDENCED BY DOCUMENT RECORDED JULY 01, 2002 AS INSTRUMENT NO. 2002–362678 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE, SOUTH 03° 25' 58" WEST ALONG THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, A DISTANCE OF 1021.91 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET, A RADIAL LINE THROUGH SAID PINT BEARS NORTH 29° 50' 58" WEST SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 04° 47' 27" AN ARC LENGTH OF 125.42 FEET TO THE BEGINNING OF A TANGENT LINE; THENCE, NORTH 65° 56' 27" EAST 1011.58 FEET; THENCE, NORTH 55° 58' 07" EAST 115.41 FEET; THENCE, NORTH 64° 56' 29" EAST 134.14 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 650 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14° 43' 37" AN ARC LENGTH OF 167.04 FEET TO THE BEGINNING OF A TANGENT COMPOUND CURVE, CONCAVE WESTERLY HAVING A RADIUS OF 23.00 FEET; THENCE, NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 98° 01' 38" AN ARC LENGTH OF 39.35 FEET TO A POINT ON A NON TANGENT LINE, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 42° 11' 23" EAST FROM THE CENTER POINT OF LAST SAID CURVE; THENCE, NORTH 42° 11' 23" EAST 27.00 FEET TO THE SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD, 80 FEET WIDE, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, NORTH 47° 48' 37" WEST ALONG SAID SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD 324.27 FEET TO THE NORTHWESTERLY LINE OF SAID SECTION 16; THENCE, NORTH 87° 22' 22" WEST ALONG SAID NORTHERLY LINE 1103.98 FEET TO THE NORTHWEST CORNER OF SAID SECTION 16; THENCE, SOUTH 03° 25' 58" WEST ALONG SAID COMPROMISE LINE BETWEEN SAID SECTION 16 AND SECTION 17 862.12 FEET TO THE NORTHERLY LINE OF SAID GOVERNMENT LOT 1 OF SAID SECTION 17: THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 156.07 FEET; THENCE, SOUTH 03° 32' 27" WEST ALONG SAID NORTHERTY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 190 FEET; THENCE, SOUTH 03° 32' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 140.02 FEET; THENCE, SOUTH 03° 33' 07" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET;THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 190.03 FEET: THENCE, SOUTH 03° 33' 37" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 330.07 FEET; THENCE, SOUTH 03° 34' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 140.05 FEET: THENCE, SOUTH 03° 35' 13" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 309.36 FEET TO THE SOUTHERTY LINE OF SAID GOVERNMENT LOT 1: THENCE, NORTH 89° 34' 16" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1, 51.54 FEET TO THE NORTHERLY RIGHT OF WAY OF ROUTE 15, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, SOUTH 51° 32' 18" EAST ALONG SAID NORTHERLY RIGHT OF WAY 47.24 FEET; THENCE, SOUTH 41° 48' 39" EAST ALONG SAID NORTHERTY RIGHT OF WAY 163.36 FEET TO THE MOST EASTERLY CORNER OF PARCEL 2 DESCRIBED IN THE LOT LINE ADJUSTMENT NO. LLA 02–005, RECORDED JULY 1, 2002, AS DOCUMENT NO. 2002–362678 OF OFFICIAL RECORDS: THENCE THE FOLLOWING COURSES AND CURVES ALONG THE NORTHERLY LINE OF SAID PARCEL 2 HEREIN; THENCE, NORTH 64° 04' 59" EAST 499.78 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 532.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 54° 56' 29" EAST; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 13' 24" AN ARC LENGTH OF 11.36 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 79° 38' 55" AN ARCH LENGTH OF 34.75 FEET: THENCE, NORTH 66° 30' 58" EAST 363.06 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1468.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08° 50' 38" AN ARC LENGTH OF 226.59 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 02° 28' 42" AN ARC LENGTH OF 64.88 FEET TO THE TRUE POINT OF BEGINNING. EXCEPT ANY PORTION LYING WITHIN LOT A OF PARCEL MAP NO. 29503–1. FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS. IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:
AN EASEMENT FOR DISCHARGE, FLOW, DRAINANGE AND RELEASE OF SURFACE, STORM, GROUND, STREAM, WATERCOURSE AND OTHER WATERS, AS CONTAINED IN THAT CERTAIN EASEMENT AGREEMENT, RECORDED APRIL 9, 2003, AS DOCUMENT NO. 2003–248444 OF OFFICIAL RECORDS.

VICINITY MAP



ENLARGED LOADING AREA (B)
scale: 1/8"=1'–0"

MASTER SITE PLAN (A)
scale: 1"=100'–0"
SCALE: 1" = 100'–0"
0 100' 200' 300'
TRUE NORTH

CAUTION : : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

EXHIBIT 2

DAB-A1.1

HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

DPR 2018-0015 / DPR 2018-0016

Owner:
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
TEL : 714-998-3400

Project:
LATITUDE BUSINESS PARK
CORONA 92883, CA

Consultants:

Civil:	LDDC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Master Site Plan
Project Number:	15438
Drawn by:	NP
Date:	01/30/19
Revision:	

File #: 20-0152

PLANNING AND HOUSING COMMISSION
STAFF REPORT

DATE: 2/24/2020

TO: Honorable Chair and Commissioners

FROM: Community Development Department

APPLICATION REQUEST:
PP2019-0001 (CONTINUED): Precise plan application to review the site plan, architecture, and landscaping of 15 light industrial buildings totaling 1,074,771 million square feet proposed on 74.80 acres located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan (Applicant: Patrick Tritz, Latitude Business Park, LLC (Rexco Development), 2518 N. Santiago Blvd., Orange, CA 92867).

RECOMMENDED ACTION:
That the Planning and Housing Commission adopt Resolution No. 2549 **GRANTING PP2019-0001** based on the findings contained in the staff report and conditions of approval.

PROJECT SITE SUMMARY
Area of Property: 74.80 acres
Existing Zoning: Light Industrial (LI) designation, El Cerrito Specific Plan (SP91-02)
Existing General Plan: Light Industrial (LI)
Existing Land Use: Vacant
Proposed Land Use: 15 light industrial buildings
Surrounding Zoning/Land Uses:
N: R-A-20000 (Residential Agricultural, 20,000 SF minimum lot size), R-1-20000 (Residential One-Family Dwellings, 20,000 SF minimum lot size), and M-SC (Manufacturing-Service Commercial) / Residential neighborhood, nursery, concrete manufacturing, tire shop, and miscellaneous light industrial/office uses (Unincorporated Riverside County)
E: M-SC (Manufacturing-Service Commercial) / Recreational vehicle storage facility (Unincorporated Riverside County)
S: Commercial Center zone of the El Cerrito Specific Plan/ The Crossings at Corona retail center
W: Interstate 15

EXHIBIT 3

BACKGROUND

Planning and Housing Commission Meeting, February 10, 2020

The Planning and Housing Commission at its meeting on February 10, 2020, held a public hearing on the project. The Planning and Housing Commission continued the public hearing on the project to February 24, 2020 due to comment letters that were recieved on the initial study/mitigated negative declaration. The city received comment letters from the South Coast Air Quality Management District dated February 7, 2020, Department of Justice, Attorney General Office dated February 7, 2020, and California Department of Fish and Wildlife dated February 7, 2020. Because the letters were received after the posting of the agenda, city staff was not able to provide responses within a reasonable amount of time for the Planning and Housing Commission to review. The Commission wanted an opportunity for staff to provide responses to the comments received on the project and wanted an opportunity to review the responses.

Responses to the comment letters received on the initial study/mitigated negative declaration are provided as Exhibit P and Exhibit V. The responses provided in Exhibit P were part of the initial agenda packet distributed for the February 10, 2020 meeting. Some of the responses in that memo have been updated and the responses to the comments from the California Department of Fish and Wildlife were removed and included in Exhibit V. Exhibit V are the responses to the comment letters received from South Coast AQMD, Department of Justice, Attorney General Office, and California Department of Fish and Wildlife. An additional letter was received after the close of the comment period on the initial study/mitigated negative declaration. The letter was from Blum Collins LLP dated February 10, 2020 but received on February 14, 2020. Responses to this letter have also been provided in Exhibit I.

There are no design changes to the project, therefore, the overall description of the project remains the same from the initial public hearing.

Updated conditions of approval have been provided and included in Exhibit B. One new condition worth noting is Planning Condition #20. This condition states:

The city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.

This condition was placed on the project in response to some of the comments regarding transport refrigeration units (TRUs) being used in the project, but not analyzed in project's air quality modeling. The applicant is not proposing cold storage warehouse for the project and therefore TRUs were not analyzed. The condition would result in a zoning restriction on the property that would not allow cold storage warehouse. However, if a future property owner desires to have cold storage warehouse additional analysis under CEQA would be required before the use is allowed on the project site.

Project Background

The project site is a vacant former surface mine that produced sand until it closed in 1997. After closing, the site was reclaimed under the terms of the surface mining permit under which the site operated. The reclamation process created the site that exists today, with gently sloping topography,

some 2:1 cut and fill slopes, and drainage that directs stormwater produced on the site to an existing channel (known as Joseph Canyon Wash) on the site's southern boundary.

The project site is located in the El Cerrito Specific Plan, which designates the site as LI (Light Industrial). The Specific Plan further separates the site into two planning areas, Planning Areas 1 and 2, under the LI designation. Planning Area 1 is comprised of 28 acres located along the east side of the I-15 Freeway. Planning Area 2 is comprised of the remaining balance of the site totaling 47 acres. The Specific Plan describes the planned uses in Planning Areas 1 and 2 as follows:

> *Planning Area 1 (PA- 1) is located directly east of the 1-15 Freeway, and north of "The Crossings" regional retail center, and is intended for the development of office uses, light industrial uses, commercial recreation, and limited retail. Planning Area 2 (PA-2) is designed to be a campus-style business park with light industrial, flex-office, office and associated service uses. The landscape, signage and architectural design standards are of higher quality in the PA-1 and PA-2 subareas, in order to maintain compatibility with development in the adjacent CC District.*

The specific plan (SP91-2) also lists a variety of land uses that are allowed in the LI zone for PAs 1 and 2, Section 12.11.2. In addition to the land uses listed in the specific plan, the project site is allowed land uses listed for the M-1 zone in Corona Municipal Code Chapter 17.44.

The subject precise plan, PP2019-0001, is associated with Parcel Map 37608 which proposes to create 13 parcels on the site to accommodate the proposed buildings. Both applications are being processed for concurrent approvals. The parcel map is attached as Exhibit G for reference. Details of the parcel map are discussed under the Parcel Map application.

The project was initially reviewed by city staff as DPR2018-0015 and DPR2018-0016 on September 20, 2018. The applicant, Rexco Development, formally submitted PM 37608 and PP2019-0001 to the City on February 15, 2019, which were reviewed by staff at the Project and Environmental Review Committee on March 14, 2019 and determined to be incomplete. The applicant submitted the revised items to staff over time and the applications were considered complete on January 21, 2020 and cleared for public hearing before the Planning and Housing Commission on February 10, 2020.

PROJECT DESCRIPTION

PP2019-0001 is for the development of an industrial business park containing 15 light industrial buildings on 74.80 acres located between the I-15 Freeway and Temescal Canyon Road and north of the existing Crossings at Corona retail center.

Site Plan

The proposed site plan arranges 15 buildings, ranging in size from 18,234 to 253,799 square feet, on the site. Most of the buildings-12 in total-will be located on individual parcels and will be provided with parking on their parcel to meet City requirements. Three buildings (13, 14 and 15) will be located on a single parcel and will share a parking area. The site will be developed in two phases, with Phase 1 consisting of Buildings 1 - 10 and Phase 2 consisting of Buildings 11 - 15. The proposed site plan is shown in Exhibit A. A summary of the individual buildings is provided below.

TABLE A

BUILDING SUMMARY

Building No.	Building Size (Square Feet)	Site Size (Square Feet)	Uses
1	163,806	10.05	Office, Manufacturing, Warehouse
2	63,503	3.97	Office, Manufacturing, Warehouse
3	44,749	3.25	Office, Manufacturing, Warehouse
4	32,739	2.33	Office, Manufacturing, Warehouse
5	22,759	1.99	Office, Manufacturing, Warehouse
6	19,490	3.06	Office, Manufacturing
7	36,084	3.54	Office, Manufacturing
8	18,234	1.87	Office, Manufacturing
9	89,366	4.91	Office, Manufacturing, Warehouse
10	253,799	12.23	Office, Manufacturing, Warehouse
11	46,064	3.70	Office, Manufacturing, Warehouse
12	78,411	5.30	Office, Manufacturing, Warehouse
13	69,189	18.57	Office, Manufacturing, Warehouse
14	69,189		Office, Manufacturing, Warehouse
15	67,389		Office, Manufacturing, Warehouse
Totals	1,074,771		

Most of the proposed buildings would be built with dock-high loading doors for the loading/unloading of materials from semi-trailers. The loading areas are oriented south towards Tom Barnes Street. The design places the buildings between the loading areas and existing residences to the north which would help with sound attenuation and appearance from Liberty Avenue.

Access to the buildings will be provided via private onsite roadways, which will be located in access easements overlaying the parcels. The private roadway system will connect to public streets at two locations on Tom Barnes Road, crossing the Joseph Canyon Wash drainage channel via two bridges.

In addition to access to the proposed buildings, the project is providing vehicle access to two parcels located outside of the northwestern boundary of the project site. The parcels are identified as “Not a Part” on the parcel map. The easement would allow the two parcels to have access to Tom Barnes Street through the project site, particularly through Parcel 13 which contains Buildings 13, 14, and 15. The easement would cover a portion of the parking/circulation area within Parcel 13 and the internal private roadway. The access easement is shown in Exhibit F and on Sheet 3 of PM 37608 under Exhibit G.

Joseph Canyon Wash is proposed as Lots A and B on the associated parcel map and a conservation easement is being established over Lots A and B. Conservation of the wash was agreed between the applicant and the California Department of Fish & Wildlife, Army Corps of Engineers, and Regional Water Quality Control Board, which have jurisdiction over the wash. In addition, the applicant has agreed to pay an in-lieu fee as mitigation to a conservancy for the maintenance of the

wash in perpetuity. Also, the development is providing a landscape buffer that ranges from 5 feet to 65 feet wide along the north side of the conservation easement (Lots A and B). This buffer area is required to be landscaped with native plant species.

Floor Plans
The floor plans for the proposed buildings reflect contemporary light industrial/warehousing/business park designs. Each building includes office, manufacturing, and warehouse floor areas. Once the buildings are acquired or leased by tenants, each tenant will be able to customize the office and other areas to meet their needs. The specific internal layout will be reviewed by City staff during the plan check process to ensure that sufficient parking is provided (generally, office uses require more parking; increases in the area used for office would usually trigger a need for additional parking spaces).

Architecture
The architecture for the proposed buildings is shown in Exhibit C. The buildings are proposed to be built of concrete tilt-up panels, painted in white and grey as the dominant colors and accented with indigo blue. Blue glazing, tile, and corrugated metal will be used as accents. The accents, as well as breaks in the building facades, will provide visual interest to the buildings. All of the proposed buildings would use the same palette of colors and materials, and would share the same general architectural style.

The maximum allowable building height in the LI land use designation of the El Cerrito Specific Plan is 40 feet at the building setback line. Maximum height can increase one foot for each additional foot of setback, up to a maximum of 55 feet. The proposed buildings range in height from 1 to 43 feet and conform to the height limit for the LI designation.

The project is also being conditioned to provide rooftop mechanical screens or similar screening that are compatible with the color of the building for rooftop equipment that would be highly visible to the nearby residents to the north.

Fencing and Walls
The proposed project would use slopes and landscaping to provide a physical and visual buffer to adjacent land uses. The site is currently surrounded by chain link fencing, which staff is requiring that the applicant upgrade to tubular steel fencing or similar for areas where fencing would be visible to the public. These areas include the north perimeter along Liberty/La Gloria, east perimeter along Temescal Canyon Road, west perimeter along the I-15 Freeway, and south perimeter along Tom Barnes. Also, fences and gates that are visible from the two private roadways located within the development would also be required to be constructed of tubular steel or similar. The maximum allowable height for fencing in an industrial zone is 9 feet. No fences or gates are permitted within each parcels' respective front yard setback area.

The proposed grading plan will create building pads which are up to 35 feet below the existing roadway (Liberty Street) at the northern project boundary, helping to shield homes to the north from views of the buildings, lights from vehicles in the project, and noise. By requiring tubular steel fencing as opposed to a solid block wall along the northern project boundary, views from the existing residential area to the south (across the project site) will be preserved. In addition, a tubular steel fence does not attract graffiti.

Landscaping

The project's conceptual landscape plan is shown in Exhibit D. The plan consists of climate adaptive plant materials that were selected to not only soften and beatify the site but also for functional reasons. As shown by the plan, an abundance of trees are proposed within the slopes along the west perimeter (I-15 Freeway) and the north perimeter (Liberty Avenue). The slope plant palette consists of four to five types of green and flowering trees and a variety of shrubs to provide slope stability. The top of the slope along Liberty Street will be planted with a line of paperbark trees, which are evergreen trees that will maintain their foliage throughout the seasons. As such, the paperbark trees will effectively screen the rooftops of the proposed buildings from the residences on Liberty Street. The internal roadways, parking lots, and buildings will be landscaped with a variety of accent and shade trees to soften the massing of the buildings, provide parking lot shade, and enhance the entrances to each building area. The project also includes enhanced paving at the two main project entries on Tom Barnes Street and along both sides of the westerly internal roadway.

The landscape areas along the north side of Joseph Canyon Wash will include only noninvasive native plant species as required by the California Department of Fish & Wildlife.

Because Buildings 9, 10, and 11 have loading areas that are visible from Tom Barnes Street, tubular steel fencing with vine planting will be installed along the south property lines of these areas to screen the loading areas from view along Tom Barnes Street. The loading areas will be further screened by the existing foliage within Joseph Canyon Wash.

Parking

The buildings are required to provide parking based on the parking ratios established by Chapter 17.76 of the CMC. The land uses for the project site include office, manufacturing and warehouse and are required to be parked at the following ratios.

- Office - 1:250
- Manufacturing - 1:500
- Warehouse - 1:1000 (subject to Zoning Administrator approval)

The 1:1000 warehouse ratio requires the submittal of a separate application for review by the City's Zoning Administrator, as the utilization of this parking ratio includes specific criteria which must be met by the building. The applicant has submitted the required applications to the Community Development Department for the buildings that are utilizing the 1:1000 warehouse ratio. The applications must be approved prior to issuance of a building permit for the respective building. Based on the applicant's site plan and parking table provided in Exhibit A-2, the project requires 1,963 parking spaces. The project site provides 2,249 parking spaces.

Signage

The applicant's sign program is attached as Exhibit E. One 15-foot high project entry monument signs is proposed at the corner of Tom Barnes Street and Temescal Canyon. Two 10-foot high directional monument signs are proposed at the two primary project entrances on Tom Barnes Street. Two additional 10-foot directional high monument signs are proposed within the project site. A 100-foot long freeway sign with the name of the business park "LATITUDE Business Park" is proposed within the slope area adjacent to the I-15 Freeway. The name "LATITUDE" is designed as individua

letters that are 10 feet tall and will be lit externally by LED up-lighting.

The El Cerrito Specific Plan permits project entry monument signs at prominent street corners and at main project entrances to be no more than 5 feet in height. Therefore, the applicant's project monument sign on Tom Barnes/Temescal Canyon will need to be revised to comply with the 5-foot height limit.

The Specific Plan allows directional monument signs at prominent entry points up to 5 feet in height with a maximum sign of 25 square feet. The applicant's 4 directional monument signs will need to be reduced in height and size in order to comply with the Specific Plan's sign criteria.

As it pertains to freeway signage, the Specific Plan allows one pylon sign up to a maximum height of 60 feet and at a maximum allowable size based on a formula of one square foot of sign copy face for each linear foot of freeway frontage, up to 300 square feet maximum, not including the name of the center. Each pylon sign shall allow up to 6 tenant spaces, with each panel containing only one tenant name. Although the project's freeway sign only advertises the name of the business park and includes no space for advertising the tenants within the center; the sign is not a typical pylon design and exceeds the maximum allowable height and sign area currently. Therefore, significant changes would need to be made to the sign to comply with the Specific Plan's sign criteria.

No building signage is shown at this time but are subject to the sign criteria in the Specific Plan, which permits signage on up to 3 sides of a building. Each side may have signage based on a formual of 1.25 square feet of sign area for each one linear foot of building or tenant space frontage.

All signs are required to be permitted prior to installation. It should be noted that the Specific Plan gives the Community Development Director the authority to review and approve the final design of the sign program, provided that the revised signs are in substantial conformance to the approved sign program reviewed with the precise plan.

ACCESS, CIRCULATION AND PARKING

All of the proposed parcels will have access via the internal private roadway system, which will be connected to the public roadway system at two locations on Tom Barnes Street. None of the parcels will have direct access to a public street. Development of the site will include the construction of two bridge crossings to carry the private internal streets over the existing drainage channel (Joseph Canyon Wash) to connect with Tom Barnes Street.

The portion of Temescal Canyon Road adjacent to the site is partially improved, and will require widening and the installation of curb, gutter, sidewalk, and landscaping.

Tom Barnes Road adjacent to the site is fully improved with paving, curb, gutter, and sidewalk, except for a small portion of the roadway at its western end, where a small increase in the width of the roadway is required.

No direct connection is proposed to Temescal Canyon Road or the roadway to the north of the project (La Gloria Street/Liberty Avenue), which are located within the jurisdiction of Riverside County. Also, the applicant will not be responsible for improving Liberty and La Gloria streets as part of this development, as the prior property owner (Castle & Cooke) already paid the County of

Riverside Transportation Department a fair-share fee for the cost of paving this roadway in 2008 during a previous subdivision (Parcel Map 29503) involving the project site. Instead of requiring Castle & Cooke to pave the roadway at that time, the County negotiated an agreement with Castle & Cooke to have Castle & Cooke pay the fee for the roadway improvements. The funds would be used in the future to provide some improvements to these streets, if requested by the County residents, or used on other roads in the adjacent area for the benefit of these residents (Exhibit I). Therefore, the project's obligation for any improvements on Liberty and La Gloria has been met.

Although the project is not responsible for improving Liberty and La Gloria, the City did receive a written response from the County Transportation Department, dated February 4, 2020, requesting that the project dedicate 30 feet of right-of-way from the centerline of Liberty/La Gloria to the project site along the entire length of the project frontage. In addition, the County requested that the project be graded in a manner that would allow Liberty and La Gloria to be paved in the future. A condition of approval was included that requires the applicant to dedicate 30 feet of right-of-way along this street. A copy of the County's written response is attached as Exhibit K-2.

Recently, the County Transportation Department successfully obtained Transportation Uniform Mitigation Fee (TUMF) in the amount of $3 million from the Western Riverside Council of Governments (WRCOG) to fund planning and engineering for the widening of Temescal Canyon Road between El Cerrito Road and Tom Barnes Street from two lanes to four lanes. The County Transportation Department is considering the improvement of this segment a priority, which is anticipated to be a complex project given the necessary right-of-way acquisitions. County Transportation will be developing a funding plan for the right-of-way acquisition and construction phase of the Temescal Canyon widening in El Cerrito, that will require further funding partnerships with the Riverside County Transportation Commission (RCTC) and WRCOG to maximize use of Federal, State and Regional funds. Once the segment of Temescal Canyon Road that extends through the El Cerrito community is complete, Temescal Canyon Road will have 5 miles of continuous four lane road along Temescal Canyon Road, improving the bottleneck conditions that exist today in that area. Attached as Exhibit J is a concept plan from the County Transportation Department showing the project limits, infrastructure investment to date, and a cost estimate for completion of these identified improvements.

TRAFFIC IMPACT ANALYSIS

A traffic impact analysis (TIA) was prepared for the proposed project by Linscott, Law & Greenspan (LL&G) in September 2019 to assess the project's impacts on the level of service (LOS) at several street intersections and roadway links. LL&G also prepared a queueing analysis to determine the amount of vehicle stacking that would be needed to accommodate future traffic turning from eastbound Tom Barnes Street onto Temescal Canyon Road and for traffic continuing eastbound into the mini-storage east of Temescal Canyon Road.

Queueing Analysis

The queueing (stacking) analysis estimated the maximum number of vehicles that would be queued (stacked) to make turns from Tom Barnes Street onto Temescal Canyon Road, and the length of the left and right turn pockets that would be needed to accommodate the vehicles waiting to turn.

The queueing analysis determined that lengthening the existing left turn pocket and/or making other changes to the Tom Barnes/Temescal Canyon intersection will allow this intersection to function acceptably. (Please see the Initial Study/Mitigated Negative Declaration for additional detail.)

Traffic Study

The traffic analysis reviewed the project's potential impact on area roadways and intersections. The study identified impacts created by the proposed project that the applicant would be responsible to address at the following intersections:

- Temescal Canyon Road at Cajalco Road (Year 2022 projections); applicant responsible for 100% of the cost of identified improvements
- State Street at Ontario Avenue (Year 2022 projections); applicant responsible for 34.92% of the cost of identified improvements
- Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040 projections); applicant responsible for 21.67% of the cost of identified improvements
- Temescal Canyon Road at Cajalco Road (Year 2040 projections); applicant responsible for 100% of the cost of identified improvements

With these improvements (described in more detail in the Initial Study/Mitigated Declaration), roadways and intersections will function at acceptable levels and no significant traffic impacts will result from development and operation of the proposed project.

AGENCY COMMENTS

Wildlife Agencies

A Biological Technical Report and MSHCP Consistency Analysis (October 28, 2019, revised December 6, 2019) was prepared by ECORP Consulting, Inc. for the project. The report identified the eastern portion of the project site as being located in Criteria Cell 2400 of the Multi-Species Habitat Conservation Plan (MSHCP), which is overseen by the Western Riverside County Regional Conservation Authority (RCA). Criteria Cell 2400 focuses on conservation of coastal sage scrub, grassland, and riparian scrub, woodland, forest associated with Temescal Wash. Thus, the project was required to complete a Joint Project Review process with the RCA and Wildlife Agencies (U.S. Fish & Wildlife and California Department of Fish & Wildlife) to ensure that development of the project site would be consistent with the conservation goals of Cell 2400 and the overall MSHCP. On January 3, 2020, the project received a favorable determination from the RCA (Exhibit Q).

However, after a field visit was conducted on the site on January 30, 2020 between the applicant, City, and Wildlife Agencies, the Wildlife Agencies determined that the site contains MSCHP defined riparian/riverine and vernal pool resources and that the extent of the resources was not adequately represented during the Joint Project review process or in the Biological Technical Report and MSHCP Consistency Analysis prepared by ECORP Consulting. The Wildlife Agencies responded with the following:

The MSHCP riparian/riverine and vernal pool resources discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (Baccharis salicifolia) as well as two stands of cattails (Typha species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24 - 25, 2019). When the water level rises high enough in the valley bottom area

(as well as the southwestern pond), the wetland overflows to Temescal Creek via standpipes on the Project site which lead into culverts directing the overflow to Temescal Creek.

Therefore, the Wildlife Agencies do not agree with the JPR's (Joint Project Review) conclusions that (1) MSHCP riparian/riverine and vernal pool (MSHCP Section 6.1.2) resources are limited to the current 1.7-acre linear easement protecting Joseph Canyon Wash, and (2) that all the site's existing riparian/riverine/vernal pool resources will be avoided by the proposed Project (both within Criteria Cell 2400 and to the west of Criteria Cell 2400).

As a result of this new information, the Wildlife agencies have requested that the city add a condition of approval to the project to require the applicant to prepare and submit a Determination of Biological Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies prior to the any grading activities and issuance of a grading permit. The purpose of the DBESP is to evaluate the project's proposed impacts on riparian/riverine resources and to provide biologically equivalent or superior mitigation to offset the impacts. The RCA is also requiring the applicant to complete a revised Joint Project Review process with the RCA. Therefore, the project has been conditioned as such. A copy of the full written response from the Wildlife Agencies is attached as Exhibit K-1.

County Transportation Department

As previously noted, the City received a written response from the County Transportation Department, dated February 4, 2020, requesting that the project dedicate 30 feet of right-of-way from the centerline of Liberty/La Gloria to the project site along the entire length of the project frontage. In addition, the County requested that the project be graded in a manner that would allow the County to pave Liberty and La Gloria in the future. The project is being conditioned to provide the required half-street width dedication and grading. A copy of the County's written response is attached as Exhibit K -2.

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 for the Latitude Business Park was prepared for the project. Per CEQA Guidelines Section 15206 (b)(2)(E), the industrial project is considered statewide, regional or area wide significance and was submitted to the State Clearinghouse (SCH# 2020019017) on January 7, 2020. The 30-day review and public comment period at the State Clearinghouse ended on February 5, 2020.

The Initial Study identified that the project's potentially significant effects to the environment are capable of being mitigated to less that significant. Therefore, based on the 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 effect on the environment. The Initial Study and Mitigated Negative Declaration are recommended for adoption (Exhibit M).

At the time of preparation of the agenda staff report, the city received comment letters on the initial study from Golden State Environmental Justice Alliance dated January 29, 2020, Better Neighborhoods dated January 31, 2020, and California Department of Fish and Game and U.S. Fish and Wildlife Service dated February 3, 2020. Responses to these comment letters are provided as Exhibit P. The city received comment letters from the South Coast Air Quality Management District dated February 7, 2020, Department of Justice, Attorney General Office dated February 7, 2020,

California Department of Fish and Wildlife dated February 7, 2020, and Blum Collins LLP dated February 10, 2020. Responses to these comments are provided in Exhibit V.

FISCAL IMPACT

The applicant paid $16,381.75 in application processing fees.

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, the Community Development Department has received written responses from three residents from the County area to the north of the project site with concerns regarding the project. The concerns expressed are similar and include visual obstruction, unsightly views of the development (mechanical rooftops, trucks, dumpsters, etc.), air quality emissions from the truck activities at the project site, lighting, and traffic on Temescal Canyon Road. The written responses are attached as Exhibits L-1 through L-3.

The city also received a letter from the Dos Lagos Owners' Association supporting the project which is attached as Exhibit L-4.

Due to the comment from the nearby residents, the applicant met with some of the residents at the project site on February 4, 2020 to discuss their concerns and to discuss certain aspects of the project.

STAFF ANALYSIS

Based on staff's analysis, the proposed project complies with the requirements of the El Cerrito Specific Plan and the Corona Municipal Code. The proposed uses are allowed in the Light Industrial designation of the Specific Plan. The architectural design, materials, and colors proposed are compatible with and in harmony with the adjacent commercial center, and the project is sufficiently buffered from the adjacent residential area to the north to preclude any visual impacts to the existing homes.

The grading of the site will place the base of most of the proposed industrial/warehouse buildings 30 or more feet below the adjacent homes located north of the site. Combined with the approximately 21 - to 43-foot height of most of the proposed buildings, this eliminates concerns about the scale of the proposed buildings compared to the existing homes.

Due to existing above-ground infrastructure located on the Temescal Canyon Road frontage, the proposed buildings will be more than 100 feet from the roadway, reducing their potential visual impact as seen from the roadway.

Development of the proposed project is consistent with General Plan Policy 1.4.3, which promotes the development of vacant lands within the City. Development of the project expands the City's industrial base and provides an opportunity to develop a large infill area, enhancing the surrounding residential, light industrial and commercial areas.

FINDINGS OF APPROVAL FOR PP2019-0001

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. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91 of the Corona Municipal Code do exist in reference to PP2019-0001 for the following reasons:

    a. The proposal is consistent with the Light Industrial land use designation of the General Plan because this land use is intended for low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks.
    b. The proposal complies with the Light Industrial zoning of the El Cerrito Specific Plan, which permits campus-style business parks and light industrial uses in Planning Areas 1 and 2.
    c. The proposal has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of the act have been followed. As justified in Finding # 1, a Mitigated Negative Declaration is recommended for adoption as the initial study identifies potentially significant effects on the environment, but project applicant has agreed t 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.
    d. The site is of a sufficient size and configuration to accommodate the design and scale of proposed development, including buildings and elevations, landscaping, parking and other physical features of the proposal, as demonstrated by the applicant's project plans for PP2019-0001.
    e. The design, scale and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because the proposal complies with the City's development standards under the Corona Municipal Code and El Cerrito Specific Plan, as demonstrated by the applicant's project plans for PP2019-0001. Furthermore, the project incorporates open space consisting of natural and manufactured slopes with enhanced landscaping to provide a visual and noise buffer for the existing sensitive land uses to the north, and all loading areas are oriented to the south and away from the residences to reduce potential noise and visual impacts associated with loading activities.
    f. The architectural design of the proposed development is compatible with the character of the surrounding non-residential land uses, will enhance the visual character of the neighborhood by improving vacant, underutilized, and undeveloped property, includes

the replacement of existing chain link fencing with new tubular steel fencing at all perimeters, and will provide enhanced landscaping for visual and noise buffering purposes along the northern project boundaryline adjacent to existing residential land uses.

g. The design of the proposed development will provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic use of materials, texture, and color that are aesthetically appealing; use of open space, slopes, and enhanced landscaping for visual and noise buffering purposes for existing residences, as demonstrated by the plans for PP2019-0001 which meet the design standards of the City's adopted Industrial/Commercial Design Guidelines and Section 14.7.3 of the El Cerrito Specific Plan.

3. The proposal is consistent with the General Plan for the following reasons:

a. The project is consistent with General Plan Policy 1.4.3, because it promotes the development of vacant lands within the City as the project will improve the site with new construction, landscaping and utility infrastructure in accordance with the city's municipal code and El Cerrito Specific Plan.

b. The project is consistent with General Plan Policy 1.12.1, because it provides for the development of new manufacturing, research and development, professional office and similar uses in accordance with the project site's General Plan land use designation of Light Industrial, which is intended for various types of industrial uses.

c. The project is consistent with General Plan Policy 1.12.3, because it promotes having new industries and businesses that build upon Corona's existing diversifying industrial base and transportation infrastructure and thereby promotes employment opportunity within the city.

d. The project is consistent with General Plan Policy 1.12.6, because it encourages the reuse of an underutilized, vacant, former sand mine with a higher value industrial use which has been designed to be in compliance with all applicable codes and policies under the Corona Municipal Code, El Cerrito Specific Plan, and General Plan.

e. The project is consistent with General Plan Policy 1.12.8, because it incorporates attractive architectural treatments and materials, open space with extensive landscaping in addition to having all loading areas oriented away from sensitive land uses to reduce noise and visual impacts.

f. The project is consistent with General Plan Policy 1.12.11, because it is designed with its truck and vehicle entry points located on Tom Barnes Street and away from sensitive land uses while also avoiding conflicts with existing major entry points for the adjacent Crossings retail center.

g. The project is consistent with General Plan Policy 10.3.2 because it appropriately incorporates a natural drainage (Joseph Canyon Wash) into the development.

h. The project is consistent with General Plan Policies 10.4.4, 10.5.1, and 10.5.3 pertaining to the preservation of habitat as the project continues to protect Joseph Canyon Wash through the establishment of a conservation easement over the wash and any impacts to wetlands onsite will be mitigated through a Determination of Biological Equivalent or Superior Preservation as approved by CDFG and USFWS.

4. The proposal is consistent with granting criteria for precise plans under Section 14.6.4 of the El Cerrito Specific Plan for the following reasons:

a. The proposed project conforms to the General Plan, the El Cerrito Specific Plan, and all provisions of the Corona Municipal Code for the following reasons.

i. The project site is designated Light Industrial on the General Plan land use map which accommodates low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks.

ii. The proposed project is an industrial business park which is a permitted use in the Light Industrial designation of the El Cerrito Specific Plan. The project is designed to comply with the building setbacks, building height, landscaping, and parking requirements of the El Cerrito Specific Plan and Corona Municipal Code as demonstrated by this application.

b. The project will not unnecessarily remove trees, will preserve natural landforms and ridgelines, does not include excessive or unsightly grading of hillsides and otherwise will not adversely affect the natural beauty of the City for the following reason:

i. The project site is a former sand mine with slopes located primarily along the northern portions of the site. Grading involving 735,000 cubic yards of cut and 673,000 cubic yards of fill will be necessary in order to balance the site and create level buildable pads; however, this grading will maintain the upper portions of the slopes along the north perimeter, and development of the site will not unnecessarily remove trees from the site as the pad is primarily covered with shrubs and other low-lying vegetation.

c. The project will not adversely affect the views, sunlight, or privacy of any nearby residences because the project is not located nearby or adjacent to any existing land uses, provides adequate buffering between residential and non-residential uses, and otherwise is in the best interest of the public health, safety, and general welfare for the following reason:

i. The project site is providing adequate buffering through use of slope and landscaping between the proposed industrial buildings and residential structures uses to the north while Tom Barnes Street and Joseph Canyon Wash provide a buffer between the proposed industrial buildings and the Crossings Center to the south.

d. The structure, site plan, and landscaping are in scale and harmony with existing and future development adjacent to the site, and in the vicinity and with the landforms and vegetation in the vicinity of the site.

i. The proposed industrial buildings have building heights ranging from 21 feet to approximately 43 feet which are compatible with other buildings in the area, including the commercial buildings to the south, which have buildings up to 45 feet in height. Furthermore, the buildings will be situated approximately 30 feet or more below the existing residential homes to the north which eliminates concerns regarding the scale of the proposed buildings compared to the homes.

e. The structure, site plan, and landscaping create an internal sense of order, provide a visually pleasing setting for occupants, visitors and the general community, are appropriate to the function of the site, and provide safe and convenient access to the property for pedestrians, cyclists and vehicles.

i. As demonstrated by this application and the applicant's plans, development of the project site includes the construction of sidewalks along Tom Barnes Street and Temescal Canyon Road adjacent to the project site to allow for safe pedestrian access between the surrounding developments and project site. In addition, two points of vehicular access will be provided to the site for ingress and egress. The project site will have landscaping throughout, and the architecture of the industrial buildings complements the nearby retail buildings to the south in terms of materials, colors, and building height. The overall design and layout of the project will provide a visually pleasing setting for occupants, visitors and the general community.

f. To the maximum extent feasible, the project includes the maintenance, rehabilitation and improvement of existing sites, structures and landscaping, and will correct any violations of the zoning ordinance, building code, or other provisions of the Municipal Code that exist on the site.

i. The project site is an undeveloped pad with no zoning or building code violations.

g. The design and location of the signs are consistent with the character and scale of the buildings to which they are attached or which are located on the same site, and the signs are visually harmonious with surrounding development and there are no illegal signs on the site.

i. The proposed project includes a sign program that contains signage that is visually harmonious with the design of the industrial buildings in terms of color and location, and there are no illegal signs currently erected on the project site.

5. The proposal is consistent with the Light Industrial designation of the El Cerrito Specific Plan for the following reason:

a. The proposed industrial business park is permitted in the Light Industrial designation of the El Cerrito Specific Plan and conforms to all applicable development standards of the Specific Plan.

PREPARED BY: SANDRA YANG, SENIOR PLANNER

SUBMITTED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Resolution No. 2549
2. Locational and Zoning Map
3. Exhibit A1-A2 - Site Plan and Parking Table
4. Exhibit B - Conditions of Approval
5. Exhibit C - Elevations
6. Exhibit D - Landscape Plan
7. Exhibit E - Sign Program
8. Exhibit F - Access Easement Exhibit for “Not A Part” Parcels
9. Exhibit G - Parcel Map 37608
10. Exhibit H - Preliminary Grading Plan
11. Exhibit I - Letter from County Transportation Department, dated September 26, 2008, regarding Liberty Street and La Gloria Street
12. Exhibit J - Temescal Canyon Road Improvement Exhibit
13. Exhibit K1-K2 - Agency Comments
14. Exhibit L1-L4 - Public Correspondences
15. Exhibit M - Environmental Documentation
16. Exhibit N - Public Comment Letter from Golden State Environmental Justice Alliance, dated January 29, 2020
17. Exhibit O - Public Comment Letter from Better Neighborhoods, dated January 31, 2020
18. Exhibit P - Response to Public Comments memo
19. Exhibit Q - Initial Joint Project Review (JPR #19-11-05-01), dated January 3, 2020
20. Exhibit R - Comment Letter from Department Justice, Attorney General Office dated February 7, 2020
21. Exhibit S - Comment Letter from California Department of Fish and Wildlife, dated February 7, 2020
22. Exhibit T - Comment Letter from South Coast AQMD, dated February 7, 2020
23. Exhibit U - Comment Letter from Blum Collins, LLP, dated February 10, 2020
24. Exhibit V - Responses to Comments Received from Department Justice, Attorney General Office, California Department of Fish and Wildlife, South Coast AQMD and Blum Collins, LLP

Case Planner: Sandra Yang (951) 736-2262

RESOLUTION NO. 2549

APPLICATION NUMBER: PP2019-0001

A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, GRANTING A PRECISE PLAN FOR THE REVIEW OF THE SITE PLAN, ARCHITECTURE, AND LANDSCAPING OF 15 LIGHT INDUSTRIAL BUILDINGS TOTALING 1,074,771 MILLION SQUARE FEET PROPOSED ON 74.80 ACRES LOCATED AT THE NORTHWEST CORNER OF TOM BARNES STREET AND TEMESCAL CANYON ROAD, EAST OF INTERSTATE 15, IN THE LIGHT INDUSTRIAL DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91-02).

WHEREAS, the application to the City of Corona, California, for a Precise Plan PP2019-0001 under the provisions of Chapter 17.91 in the Corona Municipal Code, has been duly submitted to said City's Planning and Housing Commission for the review of a site plan, architecture, and landscaping for 15 light industrial buildings totaling 1,074,771 million square feet proposed on 74.80 acres located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan (SP91-02).

WHEREAS, the Precise Plan was submitted in conjunction with Parcel Map 37608 (PM 37608); and

WHEREAS, the Planning and Housing Commission held a noticed public hearing for PP2019-0001 on February 24th, 2020, as required by law; and

WHEREAS, at the conclusion of the hearing the Planning and Housing Commission, pursuant to CEQA Guidelines Section 15070, recommended the City Council adopt the Mitigated Negative Declaration prepared for PM 37608 and PP2019-0001, because the information contained in the MND, the initial study and the administrative records for this project, including all written and oral evidence provided during the comment period and presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this project are either no impact or less-than-significant.

WHEREAS, after close of said hearing, the Commission by formal action, found that all the conditions necessary to granting a Precise Plan as set forth in Corona Municipal Code Section 17.91.070 do exist in reference to PP2019-0001 based on the evidence presented to the Commission during said hearing; and

WHEREAS, the Planning and Housing Commission based its recommendation to approve the Precise Plan on certain conditions of approval and the findings set forth below.

NOW, THEREFORE, THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. CEQA Findings. As the decision-making body for this Precise Plan, the Planning and Housing Commission has reviewed and considered the information contained in the MND, the initial study and the administrative records for this Precise Plan, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study and the administrative record, including all written and oral evidence presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this Precise Plan are either no impact or less-than-significant.

SECTION 2. Precise Plan Findings. Pursuant to Corona Municipal Code ("CMC") section 17.91.070 and based on the entire record before the Planning and Housing Commission, including all written and oral evidence presented to the Commission, the Commission hereby makes and adopts the following findings:

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. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91.070 of the Corona Municipal Code do exist in reference to PP2019-0001 for the following reasons:

    a. *The proposal is consistent with the Light Industrial land use designation of the General Plan because this land use is intended for low polluting types of*

manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks.

b. *The proposal complies with the Light Industrial zoning of the El Cerrito Specific Plan, which permits campus-style business parks and light industrial uses in Planning Areas 1 and 2.*

c. *The proposal has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of the act have been followed. As justified in Finding # 1, a Mitigated Negative Declaration is recommended for adoption by the City Council as the initial study identifies potentially significant effects on the environment, but 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.*

d. *The site is of a sufficient size and configuration to accommodate the design and scale of proposed development, including buildings and elevations, landscaping, parking and other physical features of the proposal, as demonstrated by the applicant's project plans for PP2019-0001.*

e. *The design, scale and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because the proposal complies with the City's development standards under the Corona Municipal Code and El Cerrito Specific Plan, as demonstrated by the applicant's project plans for PP2019-0001. Furthermore, the project incorporates open space consisting of natural and manufactured slopes with enhanced landscaping to provide a visual and noise buffer for the existing sensitive land uses to the north, and all loading areas are oriented to the south and away from the residences to reduce potential noise and visual impacts associated with loading activities.*

f. *The architectural design of the proposed development is compatible with the character of the surrounding non-residential land uses, will enhance the visual character of the neighborhood by improving vacant, underutilized, and undeveloped property, includes the replacement of existing chain link fencing with new tubular steel fencing at all perimeters, and will provide enhanced landscaping for visual and noise buffering purposes along the northern project boundary line adjacent to existing residential land uses.*

g. *The design of the proposed development will provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic*

use of materials, texture, and color that are aesthetically appealing; use of open space, slopes, and enhanced landscaping for visual and noise buffering purposes for existing residences, as demonstrated by the plans for PP2019-0001 which meet the design standards of the City's adopted Industrial/Commercial Design Guidelines and Section 14.7.3 of the El Cerrito Specific Plan.

3. The proposal is consistent with the General Plan for the following reasons:

   a. *The project is consistent with General Plan Policy 1.4.3, because it promotes the development of vacant lands within the City as the project will improve the site with new construction, landscaping and utility infrastructure in accordance with the city's municipal code and El Cerrito Specific Plan.*

   b. *The project is consistent with General Plan Policy 1.12.1, because it provides for the development of new manufacturing, research and development, professional office and similar uses in accordance with the project site's General Plan land use designation of Light Industrial, which is intended for various types of industrial uses.*

   c. *The project is consistent with General Plan Policy 1.12.3, because it promotes having new industries and businesses that build upon Corona's existing diversifying industrial base and transportation infrastructure and thereby promotes employment opportunity within the city.*

   d. *The project is consistent with General Plan Policy 1.12.6, because it encourages the reuse of an underutilized, vacant, former sand mine with a higher value industrial use which has been designed to be in compliance with all applicable codes and policies under the Corona Municipal Code, El Cerrito Specific Plan, and General Plan.*

   e. *The project is consistent with General Plan Policy 1.12.8, because it incorporates attractive architectural treatments and materials, open space with extensive landscaping in addition to having all loading areas oriented away from sensitive land uses to reduce noise and visual impacts.*

   f. *The project is consistent with General Plan Policy 1.12.11, because it is designed with its truck and vehicle entry points located on Tom Barnes Street and away from sensitive land uses while also avoiding conflicts with existing major entry points for the adjacent Crossings retail center.*

   g. *The project is consistent with General Plan Policy 10.3.2 because it appropriately incorporates a natural drainage (Joseph Canyon Wash) into the development.*

h. *The project is consistent with General Plan Policies 10.4.4, 10.5.1, and 10.5.3 pertaining to the preservation of habitat as the project continues to protect Joseph Canyon Wash through the establishment of a conservation easement over the wash and any impacts to wetlands onsite will be mitigated through a Determination of Biological Equivalent or Superior Preservation as approved by CDFG and USFWS.*

4. The proposal is consistent with granting criteria for precise plans under Section 14.6.4 of the El Cerrito Specific Plan for the following reasons:

   a. *The proposed project conforms to the General Plan, the El Cerrito Specific Plan, and all provisions of the Corona Municipal Code for the following reasons.*

      i. *The project site is designated Light Industrial on the General Plan land use map which accommodates low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks.*

      ii. *The proposed project is an industrial business park which is a permitted use in the Light Industrial designation of the El Cerrito Specific Plan. The project is designed to comply with the building setbacks, building height, landscaping, and parking requirements of the El Cerrito Specific Plan and Corona Municipal Code as demonstrated by this application.*

   b. *The project will not unnecessarily remove trees, will preserve natural landforms and ridgelines, does not include excessive or unsightly grading of hillsides and otherwise will not adversely affect the natural beauty of the City for the following reason:*

      i. *The project site is a former sand mine with slopes located primarily along the northern portions of the site. Grading involving 735,000 cubic yards of cut and 673,000 cubic yards of fill will be necessary in order to balance the site and create level buildable pads; however, this grading will maintain the upper portions of the slopes along the north perimeter, and development of the site will not unnecessarily remove trees from the site as the pad is primarily covered with shrubs and other low-lying vegetation.*

   c. *The project will not adversely affect the views, sunlight, or privacy of any nearby residences because the project is not located nearby or adjacent to any existing land uses, provides adequate buffering between residential and non-residential uses, and otherwise is in the best interest of the public health, safety, and general welfare for the following reason:*

i. *The project site is providing adequate buffering through use of slope and landscaping between the proposed industrial buildings and residential structures uses to the north while Tom Barnes Street and Joseph Canyon Wash provide a buffer between the proposed industrial buildings and the Crossings Center to the south.*

d. *The structure, site plan, and landscaping are in scale and harmony with existing and future development adjacent to the site, and in the vicinity and with the landforms and vegetation in the vicinity of the site.*

i. *The proposed industrial buildings have building heights ranging from 21 feet to approximately 43 feet which are compatible with other buildings in the area, including the commercial buildings to the south, which have buildings up to 45 feet in height. Furthermore, the buildings will be situated approximately 30 feet or more below the existing residential homes to the north which eliminates concerns regarding the scale of the proposed buildings compared to the homes.*

e. *The structure, site plan, and landscaping create an internal sense of order, provide a visually pleasing setting for occupants, visitors and the general community, are appropriate to the function of the site, and provide safe and convenient access to the property for pedestrians, cyclists and vehicles.*

i. *As demonstrated by this application and the applicant's plans, development of the project site includes the construction of sidewalks along Tom Barnes Street and Temescal Canyon Road adjacent to the project site to allow for safe pedestrian access between the surrounding developments and project site. In addition, two points of vehicular access will be provided to the site for ingress and egress. The project site will have landscaping throughout, and the architecture of the industrial buildings complements the nearby retail buildings to the south in terms of materials, colors, and building height. The overall design and layout of the project will provide a visually pleasing setting for occupants, visitors and the general community.*

f. *To the maximum extent feasible, the project includes the maintenance, rehabilitation and improvement of existing sites, structures and landscaping, and will correct any violations of the zoning ordinance, building code, or other provisions of the Municipal Code that exist on the site.*

i. *The project site is an undeveloped pad with no zoning or building code violations.*

g. *The design and location of the signs are consistent with the character and scale of the buildings to which they are attached or which are located on the same site, and the signs are visually harmonious with surrounding development and there are no illegal signs on the site.*

i. *The proposed project includes a sign program that contains signage that is visually harmonious with the design of the industrial buildings in terms of color and location, and there are no illegal signs currently erected on the project site.*

5. The proposal is consistent with the Light Industrial designation of the El Cerrito Specific Plan for the following reason:

a. *The proposed industrial business park is permitted in the Light Industrial designation of the El Cerrito Specific Plan and conforms to all applicable development standards of the Specific Plan.*

BE IT FURTHER RESOLVED that a copy of this Resolution be delivered to the City Clerk of said City and a copy thereof be sent to the applicant therefore at the address of said applicant as set forth in the application for said Precise Plan.

Adopted this 24th day of February, 2020.

Karen Alexander

Karen Alexander, Chair
Planning and Housing Commission
City of Corona, California

ATTEST:

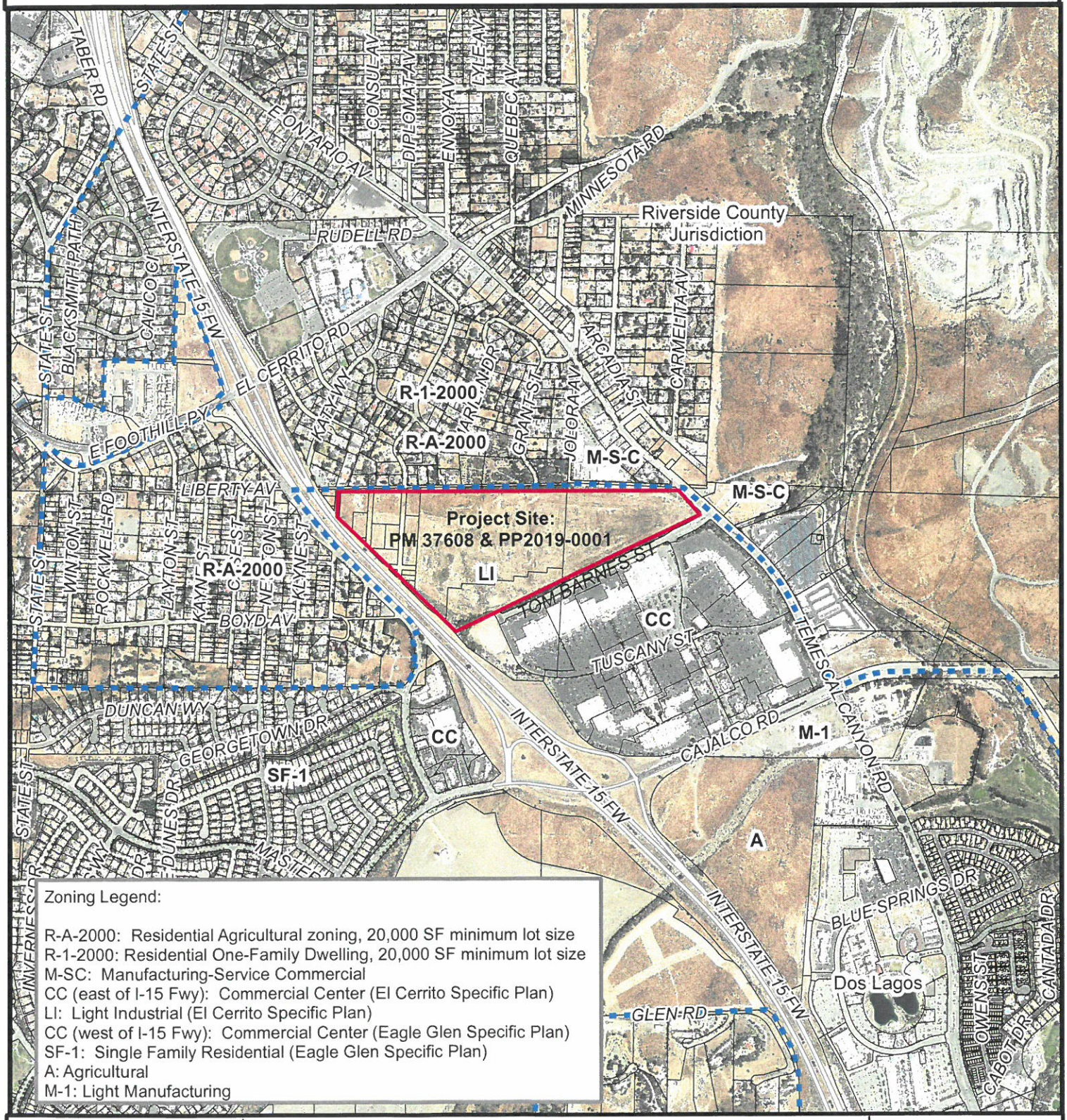
Jennifer Killman
Secretary, Planning and Housing Commission
City of Corona, California

I, Jennifer Killman, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted in a regular session of said Planning and Housing Commission duly called and held on the 24th day of February, 2020, and was duly passed and adopted by the following vote, to wit:

AYES:	Alexander, Siqueland, Hooks, and Jones
NOES:	None
ABSENT:	None
ABSTAINED:	None

Jennifer Killman
Secretary, Planning and Housing Commission
City of Corona, California

LOCATIONAL & ZONING MAP



Date: 02/05/2020

PM 37608 & PP2019-0001

Latitude Business Park, LLC

TABULATION

	BLDG.1		BLDG. 2		BLDG. 3		BLDG.4		BLDG.5		BLDG. 6		BLDG. 7		BLDG. 8		BLDG.9		BLDG. 10		BLDG. 11		BLDG. 12		BLDG. 13		BLDG. 14		BLDG. 15		TOTAL	
SITE AREA																																
Square feet	437,906		173,105		141,529		101,320		86,469		133,213		154,244		81,666		213,913		532,852		161,268		230,760				809,081				3,257,326 sf	
Acres	10.05		3.97		3.25		2.33		1.99		3.06		3.54		1.87		4.91		12.23		3.70		5.30				18.57				74.78 ac	
BUILDING AREA																																
Office/Ind. Park	9,000	**5.5%**	6,580	**10.4%**	6,500	**14.5%**	6,500	**19.9%**	5,000	**22.0%**	5,000	**25.7%**	5,000	**13.9%**	5,000	**27.4%**	6,500	**7.3%**	15,000	**5.9%**	4,000	**8.7%**	7,000	**8.9%**	30,492	**44.1%**	30,492	**44.1%**	31,991	**47.5%**	174,055 sf	
Manufacturing	48,228	**29.4%**	24,537	**38.6%**	15,427	**34.5%**	8,739	**26.7%**	5,759	**25.3%**	14,490	**74.3%**	31,084	**86.1%**	13,234	**72.6%**	37,290	**41.7%**	108,799	**42.9%**	18,571	**40.3%**	31,421	**40.1%**	3,411	**4.9%**	3,411	**4.9%**	1,110	**1.6%**	365,511 sf	
Warehouse	106,578	**65.1%**	32,386	**51.0%**	22,822	**51.0%**	17,500	**53.5%**	12,000	**52.7%**	0	**0.0%**	0	**0.0%**	0	**0.0%**	45,576	**51.0%**	130,000	**51.2%**	23,493	**51.0%**	39,990	**51.0%**	35,286	**51.0%**	35,286	**51.0%**	34,288	**50.9%**	535,205 sf	
TOTAL	163,806	**100.0%**	63,503	**100.0%**	44,749	**100.0%**	32,739	**100.0%**	22,759	**100.0%**	19,490	**100.0%**	36,084	**100.0%**	18,234	**100.0%**	89,366	**100.0%**	253,799	**100.0%**	46,064	**100.0%**	78,411	**100.0%**	69,189	**100.0%**	69,189	**100.0%**	67,389	**100.0%**	1,074,771 sf	
COVERAGE	37.41%		36.68%		31.62%		32.31%		26.32%		14.63%		23.39%		22.33%		41.78%		47.63%		28.58%		33.08%				25.43%				33.0%	
CLEAR HEIGHT	32'		30'		28'		26'		24'		24'		16'		16'		32'		36'		36'		36'									
AUTO PARKING REQUIRED																																
Office/Ind. Park 1/250 s.f.	36		26		26		26		20		20		20		20		26		60		16		28		122		122		128			stalls
Manu. 1/500 s.f.	96		49		31		17		12		29		62		26		75		218		37		63		7		7		2		731	stalls
Whse. 1/1000 s.f.	107		33		23		18		12		0		0		0		46		130		23		40		35		35		34		536	stalls
TOTAL	239		108		80		61		44		49		82		46		147		408		76		131		164		164		164		1,963	stalls
AUTO PARKING PROVIDED																																
Standard (9' x 20')	122		47		36		18		20		35		126		58		100		305		58		98		183		177		187		1,570	stalls
Compact (8.5' x 17'-8') 40% max.	63		54		37		27		23		8		0		0		51		60		36		59		61		67		54		600	stalls
Accessible Parking (9' x 20')	6		4		3		3		3		1		2		1		4		8		4		4		4		4		4		55	stalls
Van Accessible Parking (12' x 20')	2		2		1		1		1		1		2		1		2		3		1		1		2		2		2		24	stalls
TOTAL	193		107		77		49		47		45		130		60		157		376		99		162		250		250		247		2,249	stalls
40% compact allowed	77		42		30		19		18		18		52		24		62		150		39		64		100		100		98		893	stalls
ADDITIONAL PARKING REQUIRED	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0	stalls
TRAILER PARKING PROVIDED																																
Trailer (10' x 53')	27		0		0		0		0		0		0		0		0		15		0		0		0		0		0		42	stalls
TRASH ENCLOSURE REQUIRED SIZE																																
60 s.f. /10K for 1st 20K	120		120		120		120		120		117		120		109		120		120		120		120		120		120		120		1,786	sf
60 s.f. /50K	173		53		30		16		4		N/A		20		N/A		84		281		32		71		60		60		57		941	sf
	293		173		150		136		124		117		140		109		204		401		152		191		180		180		177		2,727	sf
TRASH ENCLOSURE PROVIDED																																
	408		204		204		204		204		204		204		204		204		408		204		204		272		272		272		3,672	sf

MAXIMUM FLOOR AREA RATIO
F.A.R. - No limit
BUILDING SETBACKS
Front - 15' (Local/Collector) — Side - None
- 20' (Secondary/major street) — Rear - None
Adjacent to Freeway - None
**10' landscape buffer to parking or drive aisle
LOADING AREA
Minimum 1 space
addition 1 per 15,000 s.f.
MAXIMUM BUILDING HEIGHT
Height - 40'
** 1ft of setback = additional 1' in height, 55' max
ZONING ORDINANCE FOR CITY
Zoning Designation - Light Industrial (M1)
Note: Proposed public street is not included in the tabualtion

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- ASPHALT CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 20')
- STANDARD PARKING STALL W/ 2' OVERHANG
- COMPACT PARKING STALL (8.5' X 17') MAX. 40% OF REQUIRED
- DISABLED PARKING STALL (9' X 20') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- 28' WIDE FIRELANE
- EXISTING PUBLIC FIRE HYDRANT
- F.H. PRIVATE FIRE HYDRANT– APPROXIMATE LOCATION
- DISABLED PARKING (VAN) STALL (9' X 20') + 5' W/ ACCESSIBLE AIS

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF–SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS TO BE CONSTRUCTED.
5. 5'–6"X5'–6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
6. PROVIDE 8' HIGH METAL GATES W/ KNOX–BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. TRASH ENCLOSURE PER CITY STANDARD.
8. APPROXIMATE LOCATION OF TRANSFORMER.
9. PRE–CAST CONCRETE WHEEL STOP.
10. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
11. DESIGNATED SMOKING AREA.
12. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
13. MONUMENT SIGN.
14. ACCESSIBLE PARKING STALL SIGN.
15. 8' HIGH CONCRETE TILT UP SCREEN WALL.
16. 42" HIGH CONCRETE GUARDWALL.
17. TRUNCATED DOME.
18. EXTERIOR PATIO AREA.
19. EXTERIOR CONCRETE STAIR WITH GUARDWALL AND HANDRAIL
20. EXTERIOR BIKE RACK.
21. 8' HIGH METAL FENCE

PROJECT INFORMATION

Owner
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998–3400
FAX: (714) 998–3401
CONTACT: PATRICK TRITZ

Applicant
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998–3400
FAX: (714) 998–3401
CONTACT: PATRICK TRITZ

Construction Type
CONCRETE TILT–UP BUILDING
BUILDING OCCUPANCY: F–1/B
OFFICE & MANUFACTURING
CONSTRUCTION TYPE: III–B

Applicant's Representative
HPA, INC.
18831 BARDEEN AVE. – SUITE 100
IRVINE, CA 92612
PHONE: (949) 862–2173
FAX: (949) 863–0851
CONTACT: NANCY PARK

Zoning
ZONING — LIGHT INDUSTRIAL DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91–02)
GENERAL PLAN — LI (LIGHT INDUSTRIAL)

Assessors Parcel Number
279–140–001–0 (AFFECTS PARCEL 1);
279–140–007–6 (AFFECTS PORTION OF PARCEL 2) AND
279–231–044–0 (AFFECTS PORTION OF PARCEL 2)

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

Project Address
TOM BARNES ST. & TEMESCAL CANYON RD.
CORONA, CA 92883

Legal Description

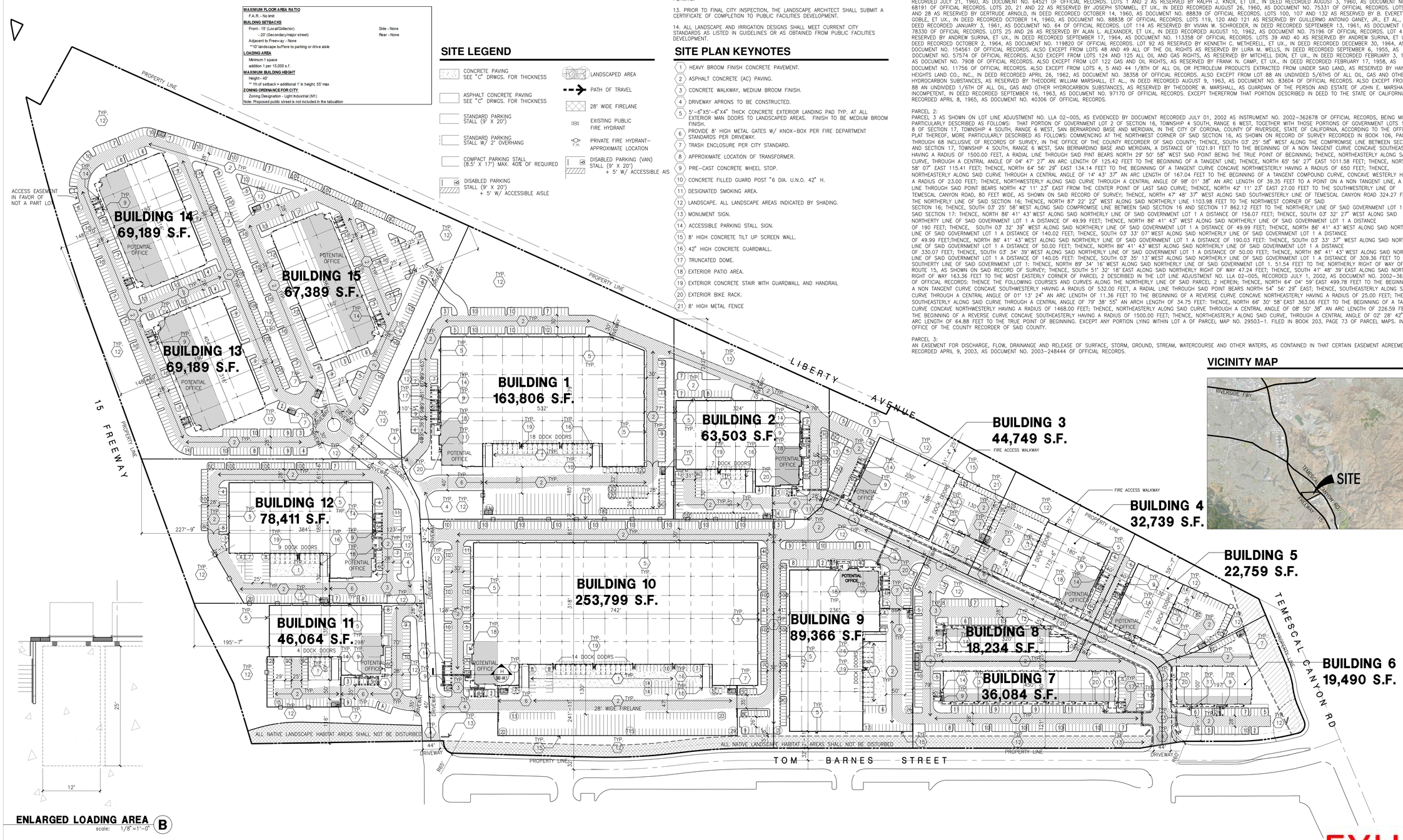
THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
TRACT 3333–R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES: LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JULY 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS. LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS. LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS. LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS. LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS. LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS. LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS. LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS. LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS. LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS. LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS. EXCEPT THEREFROM THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306 OF OFFICIAL RECORDS.

PARCEL 2:
PARCEL 3 AS SHOWN ON LOT LINE ADJUSTMENT NO. LLA 02–005, AS EVIDENCED BY DOCUMENT RECORDED JULY 01, 2002 AS INSTRUMENT NO. 2002–362678 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE, SOUTH 03° 25' 58" WEST ALONG THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, A DISTANCE OF 1021.91 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET, A RADIAL LINE THROUGH SAID PINT BEARS NORTH 29° 50' 58" WEST SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 04° 47' 27" AN ARC LENGTH OF 125.42 FEET TO THE BEGINNING OF A TANGENT LINE; THENCE, NORTH 65° 56' 27" EAST 1011.58 FEET; THENCE, NORTH 55° 58' 07" EAST 115.41 FEET; THENCE, NORTH 64° 56' 29" EAST 134.14 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 650 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14° 43' 37" AN ARC LENGTH OF 167.04 FEET TO THE BEGINNING OF A TANGENT COMPOUND CURVE, CONCAVE WESTERLY HAVING A RADIUS OF 23.00 FEET; THENCE, NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 98° 01' 38" AN ARC LENGTH OF 39.35 FEET TO A POINT ON A NON TANGENT LINE, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 42° 11' 23" EAST FROM THE CENTER POINT OF LAST SAID CURVE; THENCE, NORTH 42° 11' 23" EAST 27.00 FEET TO THE SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD, 80 FEET WIDE, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, NORTH 47° 48' 37" WEST ALONG SAID SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD 324.27 FEET TO THE NORTHERLY LINE OF SAID SECTION 16; THENCE, NORTH 87° 22' 22" WEST ALONG SAID NORTHERLY LINE 1103.98 FEET TO THE NORTHWEST CORNER OF SAID SECTION 16; THENCE, SOUTH 03° 25' 58" WEST ALONG SAID COMPROMISE LINE BETWEEN SAID SECTION 16 AND SECTION 17 862.12 FEET TO THE NORTHERLY LINE OF SAID GOVERNMENT LOT 1 OF SAID SECTION 17: THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 156.07 FEET; THENCE, SOUTH 03° 32' 27" WEST ALONG SAID NORTHERTY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 190 FEET; THENCE, SOUTH 03° 32' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 140.02 FEET; THENCE, SOUTH 03° 33' 07" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET;THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 190.03 FEET: THENCE, SOUTH 03° 33' 37" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 330.07 FEET; THENCE, SOUTH 03° 34' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 140.05 FEET: THENCE, SOUTH 03° 35' 13" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 309.36 FEET TO THE SOUTHERTY LINE OF SAID GOVERNMENT LOT 1: THENCE, NORTH 89° 34' 16" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1, 51.54 FEET TO THE NORTHERLY RIGHT OF WAY OF ROUTE 15, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, SOUTH 51° 32' 18" EAST ALONG SAID NORTHERLY RIGHT OF WAY 47.24 FEET; THENCE, SOUTH 41° 48' 39" EAST ALONG SAID NORTHERTY RIGHT OF WAY 163.36 FEET TO THE MOST EASTERLY CORNER OF PARCEL 2 DESCRIBED IN THE LOT LINE ADJUSTMENT NO. LLA 02–005, RECORDED JULY 1, 2002, AS DOCUMENT NO. 2002–362678 OF OFFICIAL RECORDS; THENCE THE FOLLOWING COURSES AND CURVES ALONG THE NORTHERLY LINE OF SAID PARCEL 2 HEREIN; THENCE, NORTH 64° 04' 59" EAST 499.78 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 532.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 54° 56' 29" EAST; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 13' 24" AN ARC LENGTH OF 11.36 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 79° 38' 55" AN ARCH LENGTH OF 34.75 FEET: THENCE, NORTH 66° 30' 58" EAST 363.06 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1468.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08° 50' 38" AN ARC LENGTH OF 226.59 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 02° 28' 42" AN ARC LENGTH OF 64.88 FEET TO THE TRUE POINT OF BEGINNING. EXCEPT ANY PORTION LYING WITHIN LOT A OF PARCEL MAP NO. 29503–1. FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS. IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:
AN EASEMENT FOR DISCHARGE, FLOW, DRAINANGE AND RELEASE OF SURFACE, STORM, GROUND, STREAM, WATERCOURSE AND OTHER WATERS, AS CONTAINED IN THAT CERTAIN EASEMENT AGREEMENT, RECORDED APRIL 9, 2003, AS DOCUMENT NO. 2003–248444 OF OFFICIAL RECORDS.

VICINITY MAP



ENLARGED LOADING AREA (B)
scale: 1/8"=1'–0"

MASTER SITE PLAN (A)
scale: 1"=100'–0"
SCALE: 1" = 100'–0"

THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

EXHIBIT A1

HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

DPR 2018-0015 / DPR 2018-0016

Owner:
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
TEL : 714-998-3400

Project:
LATITUDE BUSINESS PARK
CORONA 92883, CA

Consultants:

Civil:	LDDC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

Title:	Master Site Plan
Project Number:	15438
Drawn by:	NP
Date:	01/30/19
Revision:	
Sheet:	

LATITUDE BUSINESS PARK
BUILDING SUMMARY

BUILDING AREA	BLDG 1		BLDG 2		BLDG 3		BLDG 4		BLDG 5		BLDG 6		BLDG 7		BLDG 8		BLDG 9		BLDG 10		BLDG 11		BLDG 12		BLDG 13		BLDG 14		BLDG 15		TOTAL
OFFICE / IND PARK	9,000	5.5%	6,580	10.4%	6,500	14.5%	6,500	19.9%	5,000	22.0%	5,000	25.7%	5,000	13.9%	5,000	27.4%	6,500	7.3%	15,000	5.9%	4,000	8.7%	7,000	8.9%	30,492	44.1%	30,492	44.1%	31,991	47.5%	174,055
MANUFACTURING	48,228	29.4%	24,537	38.6%	15,427	34.5%	8,739	26.7%	5,759	25.3%	14,490	74.3%	31,084	86.1%	13,234	72.6%	37,290	41.7%	108,799	42.9%	18,571	40.3%	31,421	40.1%	3,411	4.9%	3,411	4.9%	1,110	1.6%	365,511
WAREHOUSE	106,578	65.1%	32,386	51.0%	22,822	51.0%	17,500	53.5%	12,000	52.7%		0.0%		0.0%		0.0%	45,576	51.0%	130,000	51.2%	23,493	51.0%	39,990	51.0%	35,286	51.0%	35,286	51.0%	34,288	50.9%	535,205
TOTAL	163,806	100.0%	63,503	100.0%	44,749	100.0%	32,739	100.0%	22,759	100.0%	19,490	100.0%	36,084	100.0%	18,234	100.0%	89,366	100.0%	253,799	100.0%	46,064	100.0%	78,411	100.0%	69,189	100.0%	69,189	100.0%	67,389	100.0%	1,074,771
AUTO PARKING REQUIRED	239		108		80		61		44		49		82		46		147		408		76		131		164		164		164		1,963
OFFICE / IND PARK - 1/250 S.F.	36		26		26		26		20		20		20		20		26		60		16		28		122		122		128		696
MANUFACTURING 1/500 S.F.	96		49		31		17		12		29		62		26		75		218		37		63		7		7		2		731
WHAREHOUSE 1/1000 S.F.	107		33		23		18		12								46		130		23		40		35		35		34		536
AUTO PARKING PROVIDED	193		107		77		49		47		45		130		60		157		376		99		162		250		250		247		2,249

EXHIBIT A2

Project Conditions
City of Corona

Project Number: PP2019-0001

Description: **PP FOR NEW INDUSTRIAL BUILDINGS**

Applied: **2/15/2019**

Approved:

Closed:

Expired:

Status: **COMPLETE**

Parent Project: **DPR2018-0015**

Site Address: **NW TOM BARNE AND TEMESCAL CYN RD CORONA, CA 92881**

Applicant: **LATITUDE BUSINESS PARK LLC. (REXCO)**
2518 N. SANTIAGO BLVD. ORANGE CA, 92867

Details:

LIST OF CONDITIONS	
DEPARTMENT	**CONTACT**
BUILDING	**Oscar Davalos**

1. BUILDING DEPARTMENT CONDITIONS
2. Plans and construction documents need to be prepared in accordance to the latest applicable codes.
3. Access, sanitary facilities, and parking shall comply with Title 24 Handicap Requirements.
4. Trash enclosures shall be designed accessible for people with disabilities. The enclosures need to include a compliant path of travel to the enclosures.
5. Construction activity shall not occur between the hours of 8:00 pm to 7:00 am, Monday thru Saturday and 6:00 pm to 10:00 am on Sundays and Federal Holidays.
6. Roofing material shall be Class A.
7. Submit five (5) complete sets of plans including the following - * Plot Plan * Foundation Plan * Floor Plan * Ceiling and roof framing plan * Electrical Plans (electrical service shall be underground per Corona Municipal Code Section 15.06), including size of main switch, number and size of service entrance conductors, circuit schedule and demand load. * Plumbing and sewer plan, isometric, including underground diagram, water piping diagram, sewer or septic tank location, fixture units, gas piping and vents, heating and air conditioning diagram. * Landscape and Irrigation plans; Submit four (4) complete sets detached from building plans. Landscape Maintenance District plans shall be submitted directly to the Public Works Department. Landscape plans shall be approved prior to the issuance of any Building Permits.
8. Submit two (2) sets of structural calculations, energy conservation calculations and soils reports. Architects/Engineers stamp and wet signature is required prior to submittal of plan check.
9. Upon tenant improvement plan check submittal there may be additional Building Department requirements.
10. Fees -
    a. Occupancy fee will be applicable at the time of permit issuance.
    b. Property Development Tax
    c. School Fees shall be paid prior to issuance of permit. Provide copy of receipt to the Building Department.
11. Separate permits are required for all fences, walls and paving.
12. Comply with the Corona Burglary Ordinance # 15.52. Copies are available at the Building Department counter.
13. All contractors must show proof of State and City licenses, and workmen's compensation insurance to the City prior to the issuance of permits.
14. Business' shall not open for operation prior to posting of Certificate of Occupancy issued by the Building Department.
15. All Fees Including Development Fees Must Be Paid in Full Prior to NIC or C of O Issuance
16. All Fees Including City Impact Fees Must Be Paid in Full Prior to NIC or C of O Issuance

(Continued on next page)

FIRE	Cindi Schmitz

1. Place Fire Department DPR comments on plans as general notes.
2. Any revised site plan shall be submitted to the Fire Department for screen check approval prior to building plan submittal.
3. Plans shall show a minimum drive width of 28 feet for designated fire lanes.
4. Provide plans for two (2) all weather surface access ways to be approved by the Fire Prevention Manager and construct the access way(s) to accommodate 70,000 lbs GVW during all phases of construction.
5. All projects shall comply with the City of Corona Fire Department Site Construction Standard. A copy of which is available at the Fire Department counter. Projects shall have approved all weather access from two (2) directions and fire hydrants providing the required fire flow tested and accepted prior to combustible construction.
6. Dead end access drives shall not exceed one hundred fifty (150) feet in length.
7. Provide turn-around for access drive(s) meeting Fire Department standards/approval.
8. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s).
9. Street and drive grades shall not exceed 10% unless approved by the Fire Chief and City Engineer.
10. Modify the site plan to provide an all weather access within 150 feet of portions of exterior walls of the first story of the building as measured by an unobstructed route around the exterior of the building.
11. A minimum fire flow of 3500 gpm shall be provided.
12. The fire service waterline shall be looped and provided with two (2) separate points of connection.
13. Fire hydrants are to be spaced a maximum 250 feet apart.
14. Provide Class A roofing material.
15. A fire facilities fee of $231.00 per acre is required per Corona Municipal Code Section 3.36.030 and must be paid prior to building permit issuance.
16. Per 511 of the Corona Municipal Code, a public safety radio communication study is required. The study shall be submitted prior to issuance of a building permit. Consult with the Fire Department for specific requirements for this study.
17. Groves and weed abatement shall be maintained so as not to pose a fire hazard until time of development.
18. A specific address, assigned by the City of Corona, shall be provided for each building as specified by the fire department address standard which can be obtained at the fire department counter at City Hall. Address must be illuminated during all hours of darkness.
19. Fire extinguishers shall be provided prior to occupancy. Fire extinguishers shall bear a California State Fire Marshal's service tag; it shall be appropriately rated for the hazard; it shall be mounted so that the top of the extinguisher is no higher than five (5) feet above floor level; and shall be located such that the travel distance to an extinguisher does not exceed seventy-five (75) feet.
20. Buildings housing high-piled combustible stock shall comply with the provisions of Uniform Fire Code Article 81 and NFPA Standard 231(c). Note: High-piled combustible stock may require modifications of the fire sprinkler systems, smoke vents, draft curtains, fire department access and fire department access roads.
21. Occupant shall obtain fire department permits as required by CA Fire Code Section 105 prior to occupancy of building.
22. At no time shall fire hydrants or fire lanes be blocked by building materials, storage, equipment, and/or vehicles.
23. Hazardous Materials Disclosure and Business Emergency Plan required to be submitted and approved prior to occupancy or use.

PLANNING	Sandra Yang

1. This Precise Plan hereby allowed is conditional upon the privileges being utilized by the securing of the first permit thereof within two (2) years after the construction work is not begun within said time and carried on diligently to completion, this authorization shall become void, and any privilege or permit granted shall be deemed to have lapsed.
2. A sign permit shall be obtained for any sign proposed on the site prior to installation. The sign program shall comply with the signage regulations of the El Cerrito Specific Plan for the LI designation.

(Continued on next page)

PLANNING	Sandra Yang

3. Prior to issuance of a grading permit, the applicant shall provide advance notification of grading activities to the residents located along Liberty Street. The notification shall be a flyer containing the name and a contact phone number for the project manager, developer, or superintendent on site. A sign shall also be placed on the project site during construction with all contact information for the project.
4. Prior to issuance of a grading permit, the applicant shall submit to the City a DBESP (Determination of Biological Equivalent or Superior Preservation) for review and approval by the U.S. Fish & Wildlife and California Department of Fish & Wildlife agencies.
5. The applicant shall submit separate landscape plans to the Building Division for plancheck. At time of submittal, the applicant shall also submit a landscape deposit in the amount of $5,000 to the Planning Division for landscape plancheck and inspection services. Any money left remaining at the conclusion of the project will be reimbursed to the applicant. This fee is separate from the Building Division's typical landscape plancheck subittal fee.
6. All perimeter fences and landscaping shall be installed per the approved plans prior to issuance of a Certificate of Occupancy.
7. The applicant shall replace all existing perimeter chainlink fencing with tubular steel fence or similar.
8. 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.
9. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration prepared for the project as approved by the City Council.
10. 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.
11. 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.
12. Prior to issuance of a grading permit, the applicant shall submit a revised Joint Project Review (JPR) and complete the process with the Western Riverside County Regional Conservation Authority (RCA).
13. The applicant shall comply with the measures outlined in the initial RCA Findings (JPR #19-11-05-01) under items "d" and "e" on pages 5-7 or as required in the revised JPR.
14. The applicant shall obtain a Lake Streambed Alteration Agreement with the California Department of Fish and Wildlife prior to issuance of a grading permit.
15. The project shall maintain a buffer ranging from 5 to 65 feet along the north side of the proposed conservation easement boundary. The buffer area (approximately 1.10 acres) shall be landscaped with native plant species.
16. The applicant shall subject a revised sign program in compliance with the El Cerrito Specific Plan to the Community Development Department for review. No monument or freeway oriented signage shall be installed until the revised sign program has been approved and the applicable permits have been obtained.
17. The project shall provide refuse and recycling bins in accordance with CMC Chapter 8.20 for commercial facilities.

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PLANNING	Sandra Yang

18. Buildings that will have rooftop mechanical equipment highly visible to the residential properties to the north shall be screened with rooftop mechanical screens or similar that is consistent with the color of the building.
19. PP2019-0001 is subject to the approval of PM 37608.
20. The city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.
21. The developer shall engage with the residents on Liberty Avenue on the landscaping and fence condition along the project site's north property line (across from the residences) to mitigate concerns regarding views and noise. Prior to the approval of the landscape plans and fence plan, the developer shall provide in writing to the Community Development Department the conclusion reached with the majority of the residents that directly abut Liberty Avenue on the project's edge condition. [Added by the Planning and Housing Commission on February 24, 2020]

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 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. Prior to the issuance of a building permit, PM37608 shall be recorded.
3. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.
4. Prior to recordation of PM37608 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.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
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.

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PUBLIC WORKS	Emily Stadnik

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.

14. Prior to map recordation, the developer shall ensure that a property owner's association is established for the purpose of maintaining all private streets, common areas and private utilities. The association documents, including any necessary Covenants, Conditions and Restrictions (CC&R's), shall be subject to the review and approval of the Public Works Department and shall be recorded concurrently.

    The developer shall enter into CC&Rs and/or a maintenance agreement for maintenance of shared facilities within the project scope, including but not limited to; landscaping, pavement maintenance for private drives, lighting, and all proposed water quality facilities.

15. Prior to map recordation, the developer shall finish the construction or post security guaranteeing the construction of all public improvements. Said improvements shall include, but are not limited to, the following:
a) All street facilities along Temescal Canyon Road, Tom Barnes Road, and Corona Street including traffic mitigation measures
b) All drainage facilities
c) All required grading, including erosion control.
d) All required sewer, water and reclaimed water facilities.
e) All required landscaping and/or park facilities.
f) All under grounding of overhead utilities, except for cables greater than 32k volts.

16. 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.

17. 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.

18. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Public Works Department Land Development Section.

19. 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.

20. 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.

21. Prior to issuance of grading permit or construction of any improvements, a letter will be required from a qualified botanist, plant taxonomist or field biologist specializing in native plants, stating that an investigation and/or eradication of scale broom weed (Lepidospartum Squamatum) has been completed.

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PUBLIC WORKS	Emily Stadnik

22. 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.
23. 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.
24. 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.
25. Prior to map recordation or issuance of a grading permit, whichever occurs first, the developer may be required to obtain a Section 1601/1603 permit from the California Department of Fish and Wildlife, a Section 401/404 permit from the United States Army Corps of Engineers, or provide verification that the project is exempt from permit requirements or that project is already covered under existing permits.
26. 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.
27. 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.
28. 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.
29. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP, and maintain all onsite BMP facilities.
30. 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.
31. 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.
32. Prior to map 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.
33. Prior to map 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.
34. 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.

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PUBLIC WORKS	Emily Stadnik

35. Prior to map recordation, the applicant shall offer for dedication all required street rights-of-way including:

    a) a 30-foot half width road right-of way along the project frontage to Liberty Avenue and La Gloria Street
    b) Lot J (existing Corona Street), half-width
    c) Dedication of Temescal Canyon Road along the project frontage in coordination with the City of Corona Traffic Engineering Division, to match existing right-of-way to the south of Tom Barnes Street.

    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.

36. Prior to map recordation, the applicant shall release and relinquish all vehicular access rights to the City of Corona along Interstate 15, Temescal Canyon Road, and Tom Barnes Street, except at approved intersections.

37. Prior to map recordation or approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
    a) Temescal Canyon Road along the project frontage, shall be improved to ultimate conditions, including but not limited to; roadway widening, street light installation, parkway landscaping, curb/gutter and sidewalk improvements. Proposed widening shall align with existing, adjacent improvements to the south, and shall transition safely to existing improvements to the north. All local and/or major arterial highways' vertical and horizontal alignments shall be coordinated with the City of Corona Traffic Divisions, and approved by the City Engineer.
    b) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
    c) All street intersections shall be at ninety (90) degrees or as approved by the Public Works Director.
    d) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
    e) Under grounding of existing and proposed utility lines.
    f) Street lights.
    g) All other public improvements shall conform to City of Corona standards.

38. 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.

    Temescal Canyon Road shall be improved along the project frontage to 1/2 plus 10', or as approved by the City Engineer. Any existing improvements along Tom Barnes Street damaged by the proposed project development, shall be replaced, in kind.

39. 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.

40. 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.

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PUBLIC WORKS	Emily Stadnik

41. The developer shall comply with the approved traffic study recommendations, including:
    1. Signal at State Street and Ontario Avenue. (34.92% fair share contribution). Developer's traffic engineer shall submit valuation for fair share for payment prior to Building Permit issuance.
    2. Signal Modification at Cajalco Road and Temescal Canyon Road. (100%)
    3. Ontario Avenue at El Cerrito eastbound right turn overlap (21.6% fair share contribution). Developer's traffic engineer shall submit valuation for fair share for payment prior to Map recordation.
    4. Temescal Canyon Road at Cajalco Road - restripe west leg eastbound approach with 2nd EB left turn. Widening of Temescal Canyon Road for new receiving lane. Developer's traffic engineer shall submit valuation for in-lieu fee payment prior to Map recordation. (100%)
    5. Temescal Canyon Road, northbound right turn overlap (widening for right turn pocket, and widening for receiving lane on Cajalco). (100%)
    6. Tom Barnes at Temescal Canyon Road - Restripe EB Approach to mitigate Queue concerns noted in TIA. To be completed prior to issuance of a building permit.
    7. Tom Barnes at Temescal Canyon Road - Modify signal operation and striping to allow for exclusive EB LT lane, a shared EB LT/Thru Lane, an exclusive EB RT lane, and removal of crosswalk on South Leg. Modify intersection to permit E/W split phase operation (100%).
    8. Signage as approved by the Public Works Department that directs trucks to Cajalco Road from Tom Barnes Road. The placement of the signage shall be approved as part of the improvement plans for the project. The signage shall be installed prior to the first Certificate of Occupancy.
    All fair share and in-lieu fees shall be submitted prior to building permit issuance or final map recordation for the proposed project, whichever occurs first. (revised prior to PC on 2/7/20)
42. 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.
43. Prior to 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.
44. Prior to map recordation, the applicant shall submit for approval all proposed parkway, slope maintenance, and/or landscaping easements to be granted to the Community Facilities District or Landscape Maintenance District, as specified on the tentative map or Conditions of Approval. Said information shall be submitted to the Public Works Department Land Development Section for approval.
45. 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.
46. 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.
47. The developer shall pay all applicable fees prior to map recordation or building permit issuance as may be required as specified in the Corona Municipal Code or associated agreements.
48. 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.
49. Prior to recordation or approval of improvement plans, the applicant shall obtain all necessary easements for any required offsite water and sewer facilities.
50. Prior to issuance of any building permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Chief.
51. 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.

(Continued on next page)

PUBLIC WORKS	Emily Stadnik

52. 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.
53. Prior to map 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.
54. Prior to map recordation, 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.

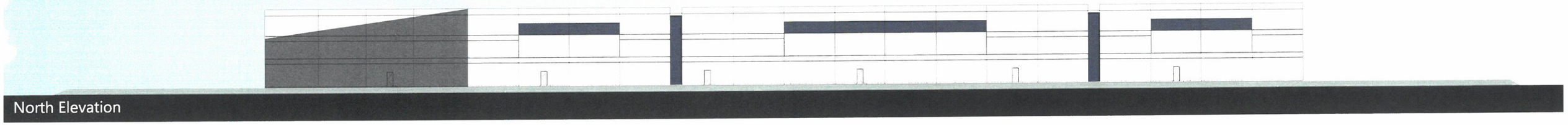
    Reclaimed water shall be constructed to this project, and along the project frontage in Tom Barnes Street, connecting to the existing facilities to the south, within the Crossings development.
55. The applicant shall dedicate easements for all public water, reclaimed water, sewer and electric facilities 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.
56. Prior to map recordation, 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.
57. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.
58. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.
59. Static pressures exceeding 80 psi require an individual pressure regulator.
60. Reclaimed water shall be used for any construction activity. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.
61. The applicant shall provide a separate irrigation water service for each lot or commonly maintained landscaped areas by the POA or CFD.
62. 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.
63. 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.
64. Prior to issuance of any permit: Mitigation measures, as outlined by; the Army Corps of Engineers, US Department of Fish and Game, and the Santa Ana Regional Water Quality Control Board; for the Joseph Canyon Wash area adjacent to the project site, shall be completed, and documented completion submitted to the City of Corona PW Department.
65. Access through the proposed development shall be provided to the existing NAP parcel at the northwesterly end of the project site. An access easement shall be dedicated on the Final Map for access to this parcel.
66. The CC&Rs for the project shall include language that truck traffic exiting the property shall exit southbound on Temescal Canyon Road to Cajalco Road to access the freeway. Truck traffic going northbound on Temescal Canyon Road from the project site is prohibited. This truck route shall remain in place until Temescal Canyon Road north of the project site is improved to its ultimate width in the County of Riverside. [Added by the Planning and Housing Commission on February 24, 2020]

(Continued on next page)

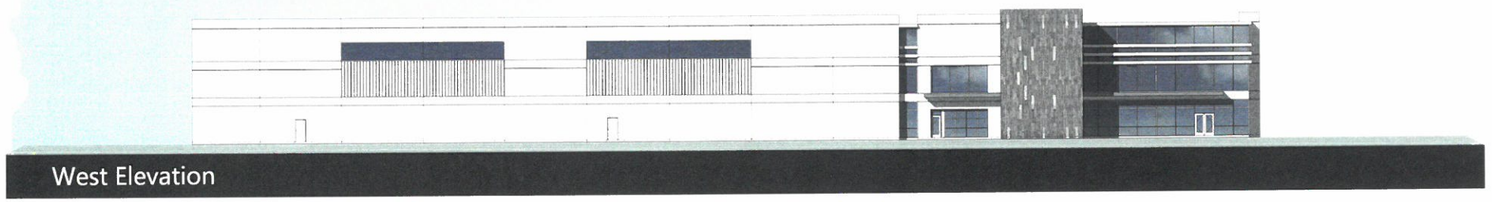
PUBLIC WORKS	Emily Stadnik

67. Tom Barnes Road shall be posted for no parking. Signs shall be posted in locations approved by the city's Public Works Traffic Engineer and shall be erected prior the first Certificate of Occupancy issued for the project. [Added by the Planning and Housing Commission on February 24, 2020]
68. Prior to the issuance of a precise grading permit, the developer shall work with the County of Riverside and city staff on an equitable resolution regarding the paving of Liberty Road. [Added by the Planning and Housing Commission on February 24, 2020]
69. The developer shall cover the costs associated with the city hiring an inspection project manager (consultant) to be the point of contact for the project during the grading and building construction process. [Added by the Planning and Housing Commission on February 24, 2020]
70. The portion of Liberty Avenue adjacent to the residences north of the project site's property line shall be paved to a width of 24 feet by the developer prior to the issuance of the first Certificate of Occupancy for the project. The paved road section shall be reviewed and approved by the County of Riverside's Transportation and Land Management Agency. [Added after the Planning and Housing Commission on February 24, 2020]

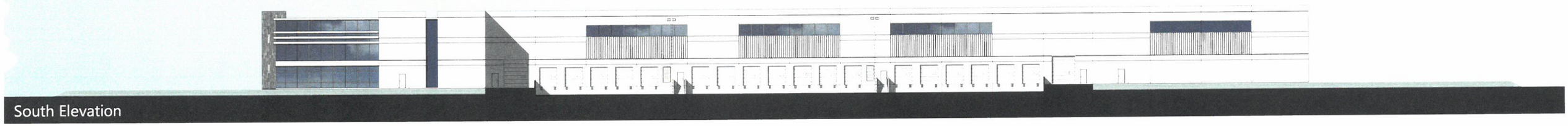
EXHIBIT C



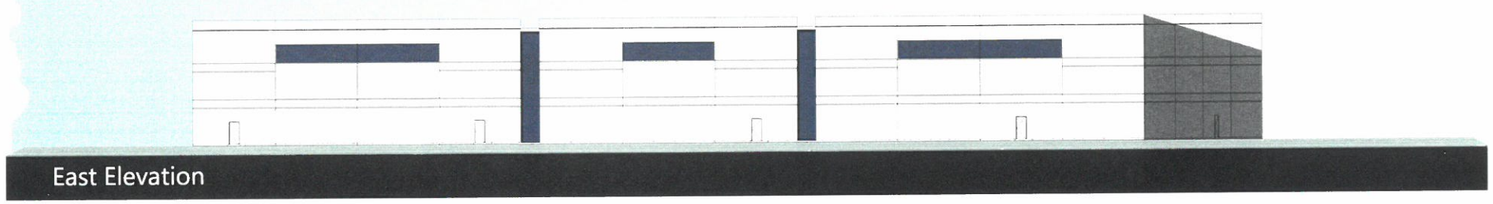
North Elevation



West Elevation



South Elevation



East Elevation

HPA architecture

Latitude Business Park

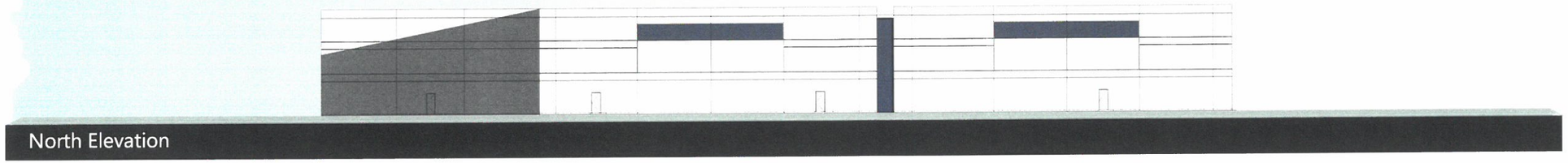
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS - BUILDING 1

01.31.2020



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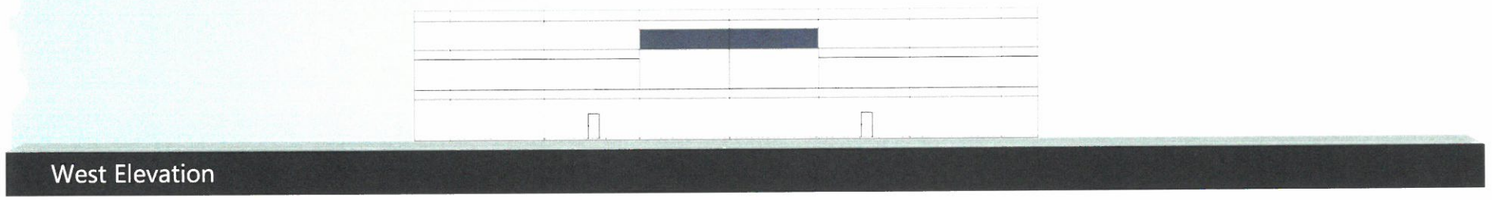

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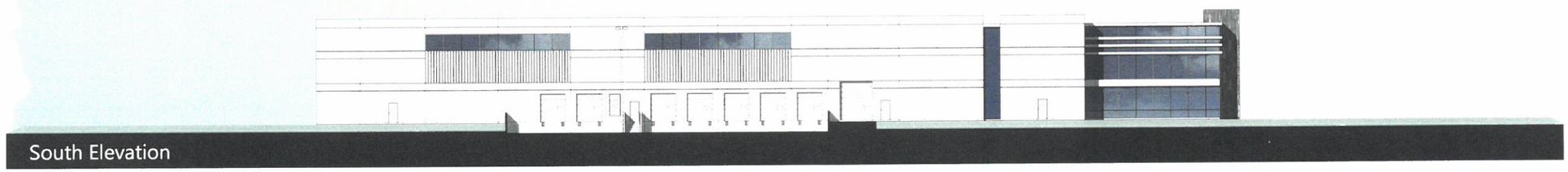

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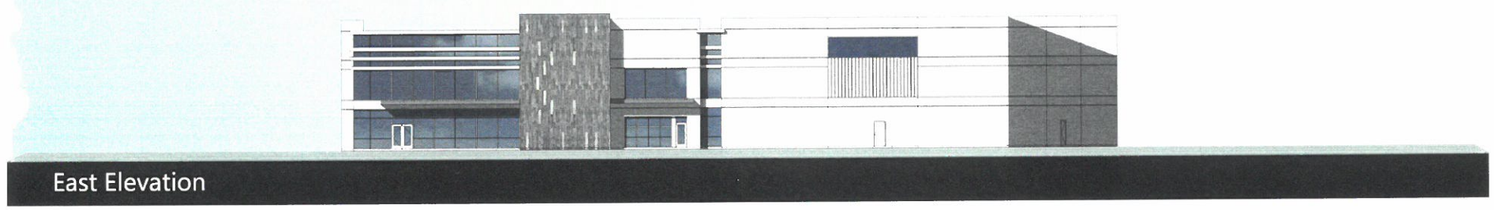


East Elevation

HPA architecture

Latitude Business Park

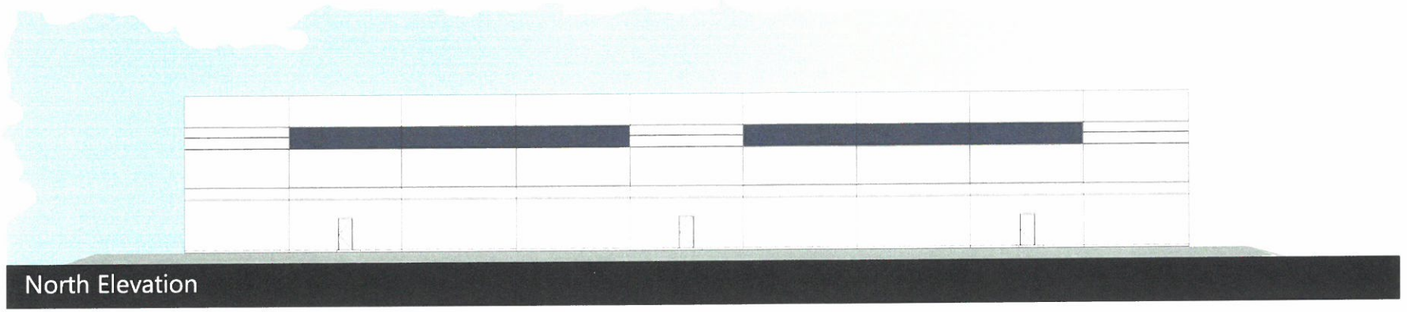
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 2

01.31.2020



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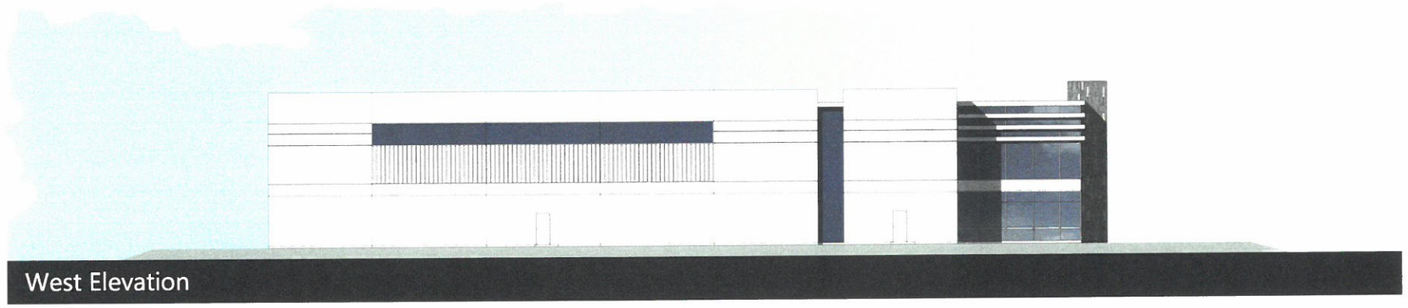

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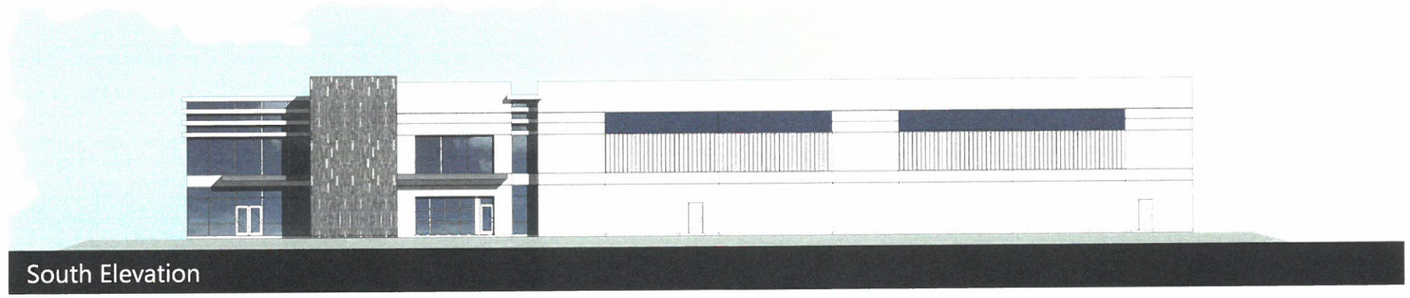

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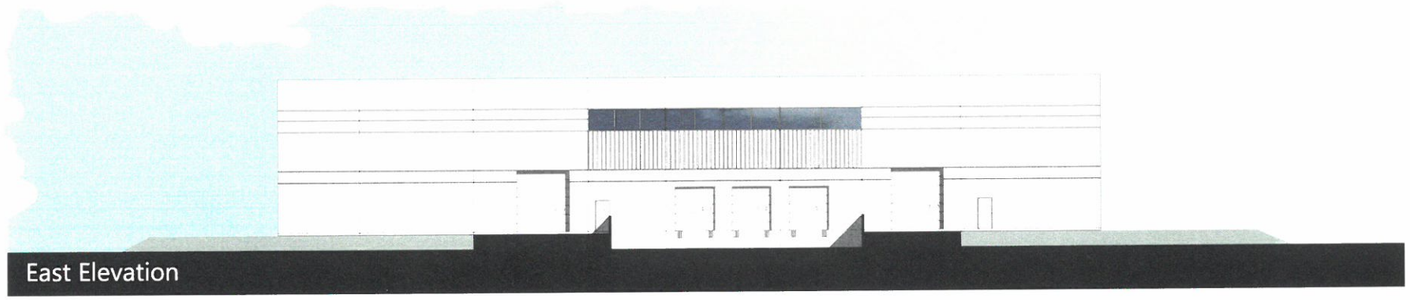


East Elevation

HPA architecture

Latitude Business Park

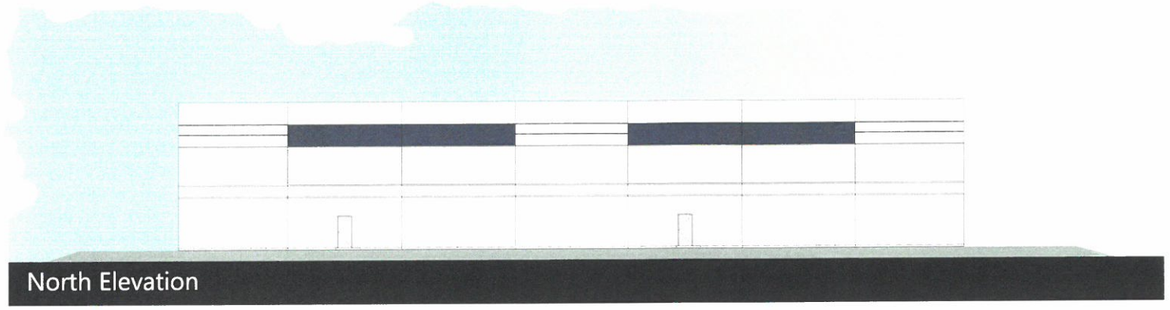
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 3

01.31.2020



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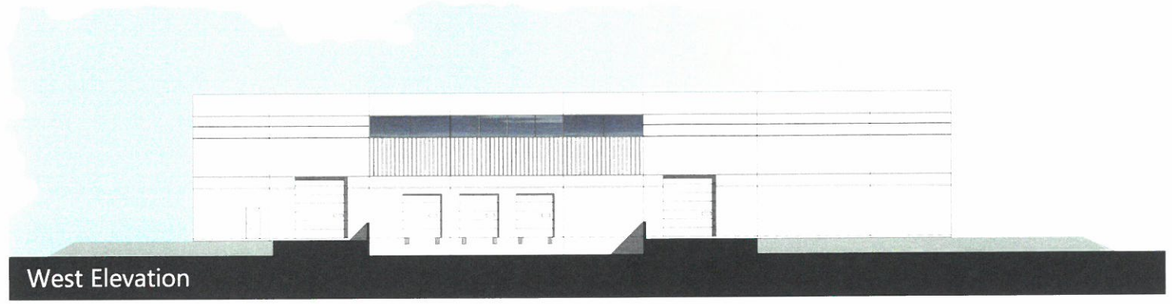
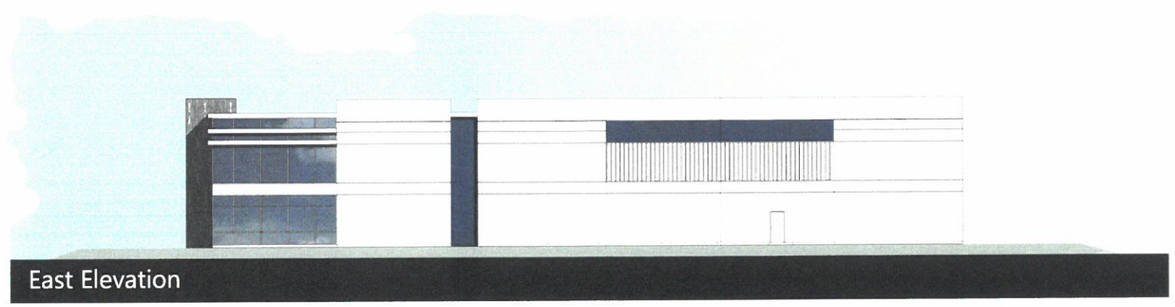


West Elevation

South Elevation



East Elevation

HPA architecture

Latitude Business Park

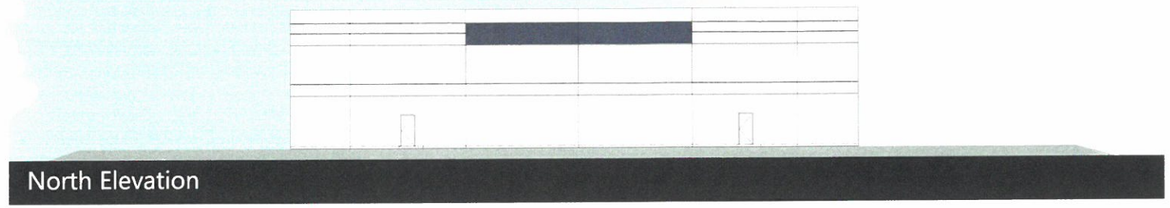
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 4

01.31.2020



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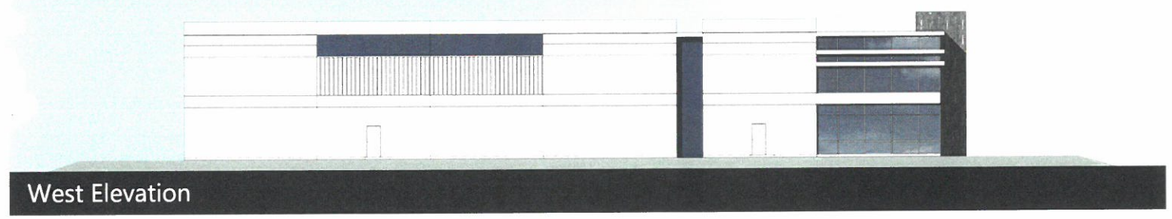
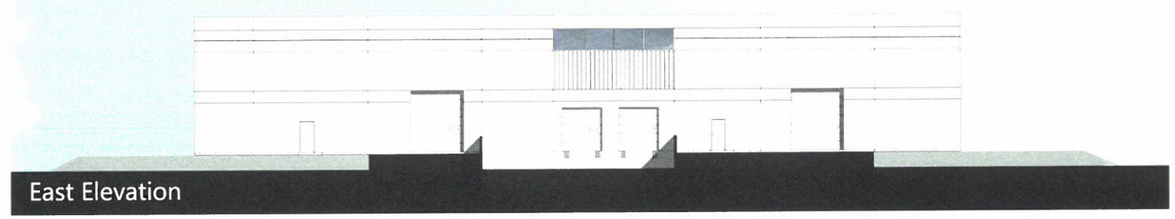


West Elevation

South Elevation



East Elevation

HPA architecture

Latitude Business Park

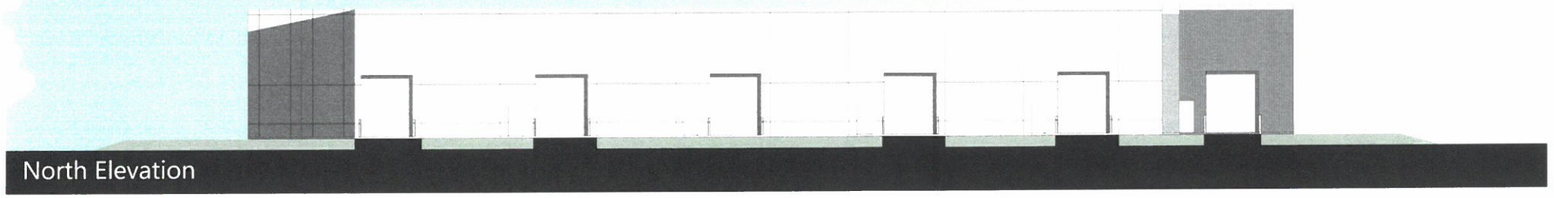
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 5

01.31.2020



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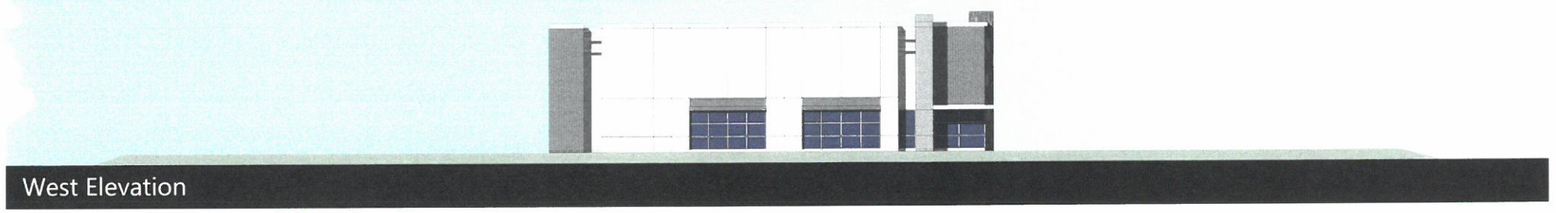
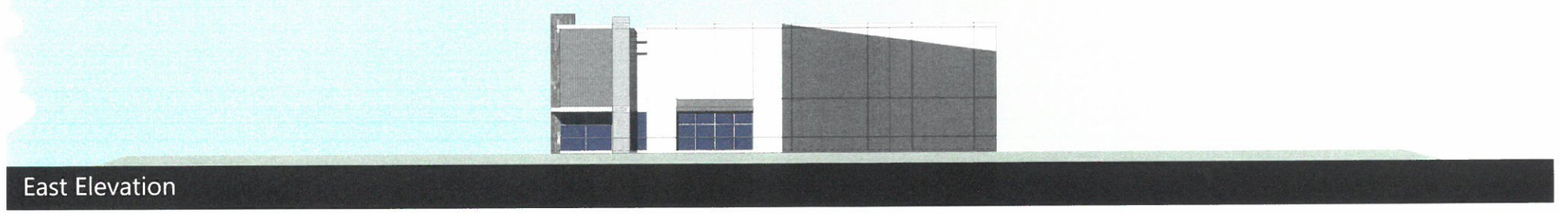


West Elevation

South Elevation



East Elevation

HPA architecture

Latitude Business Park

CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 6

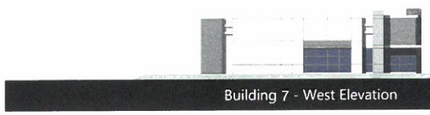
01.31.2020

Building 7 - South Elevation - Tom Barnes Street

Building 8 - South Elevation

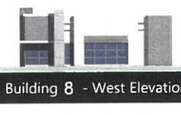
Building 7 - North Elevation

Building 8 - North Elevation



Building 7 - West Elevation

Building 7 - East Elevation



Building 8 - West Elevation

Building 8 - East Elevation

1 Sherwin Williams SW 7005 Pure White

2 Sherwin Williams SW 7071 Gray Screen

3 Sherwin Williams SW 7073 Network Gray

4 Sherwin Williams SW 7074 Software

5 Clear Anodized Mullions

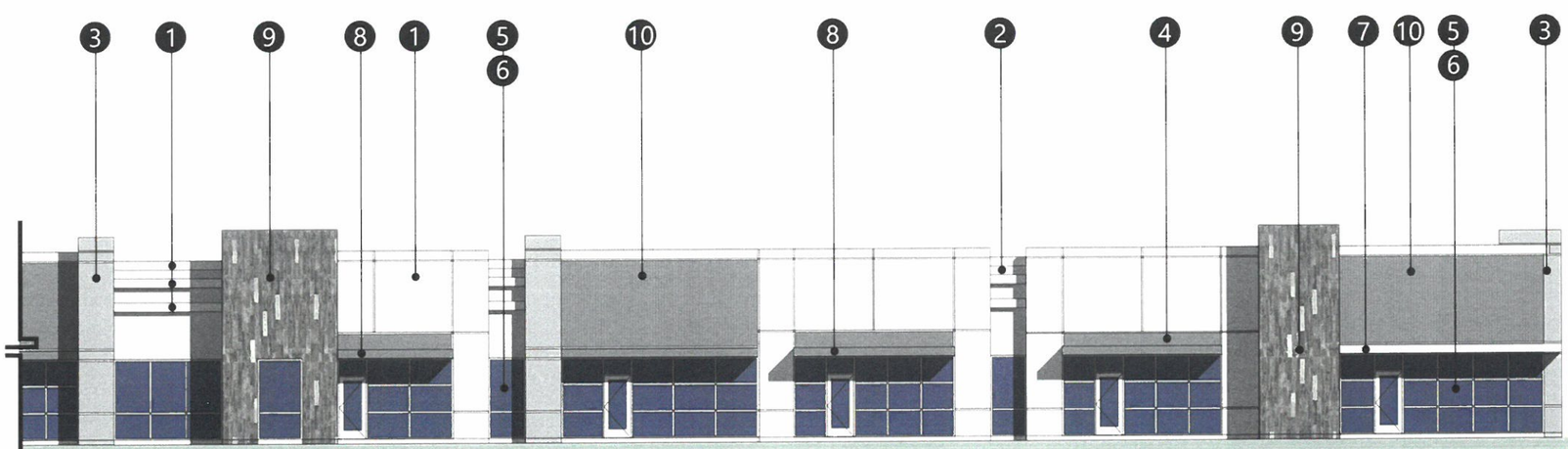
6 Blue Reflective Glazing

7 Sherwin Williams Acrylic Latex Systems High Gloss/High performance in color: SW 7005 Pure White @Metal Canopy

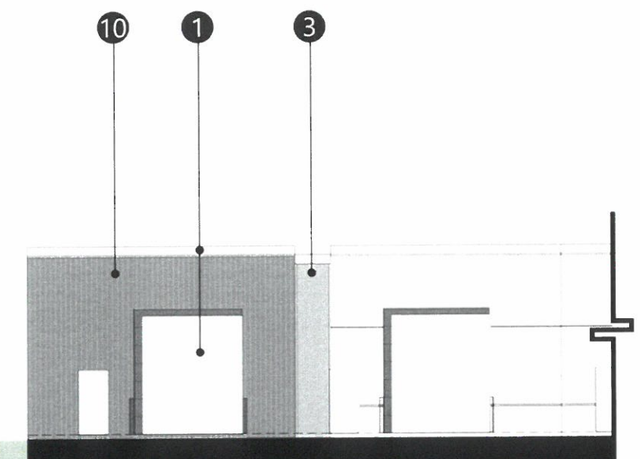
8 Sherwin Williams Acrylic Latex Systems High Gloss/High performance in color: SW 7004 Software @Metal Canopy

9 Arizona Tile Style: Club Porcelain Colors: Club Gray / Club Tobacco / Club Beige

10 Corrugated Metal Panel



BEnlarged View of Building 7 - South Elevation - Tom Barnes Street



Enlarged View of Building 8 - South Elevation

HPA architecture

Latitude Business Park

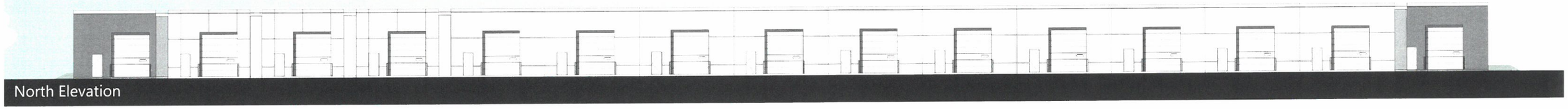
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

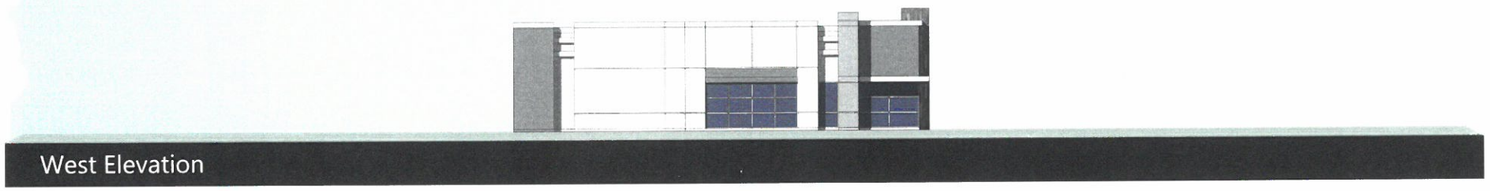
Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 7 & 8 MATERIAL BOARD (TYPICAL)

01.31.2020



North Elevation



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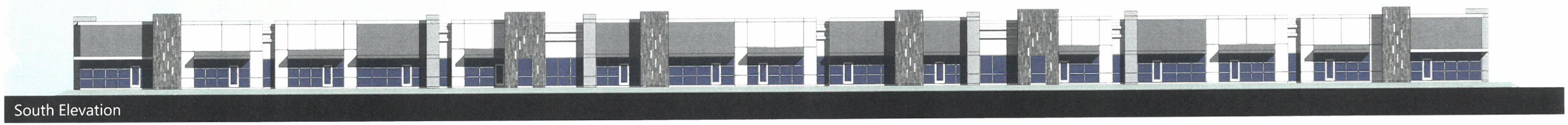
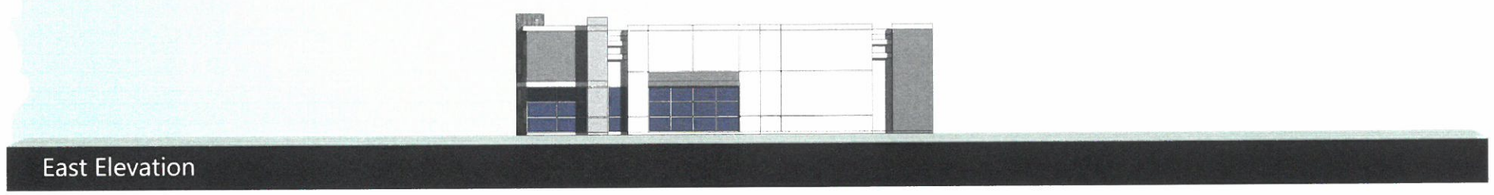


South Elevation



East Elevation

HPA architecture

Latitude Business Park

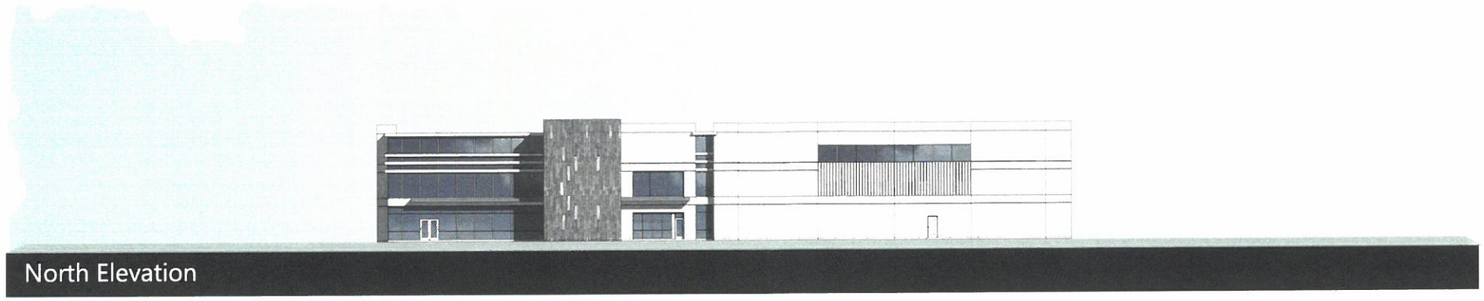
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 7

01.31.2020



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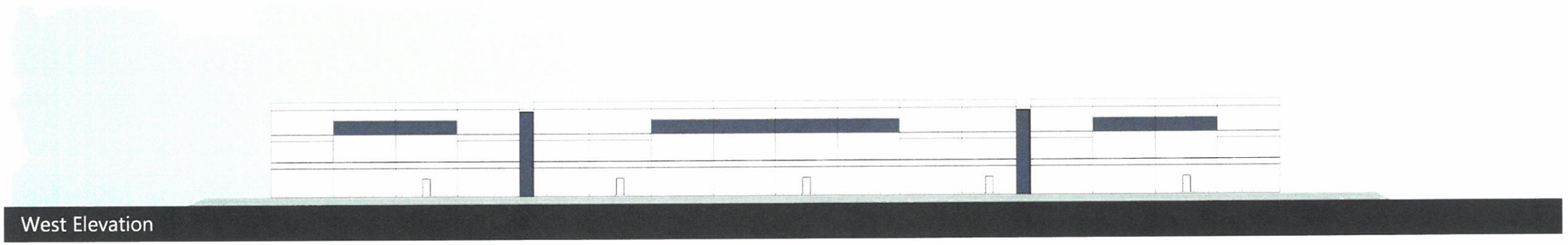

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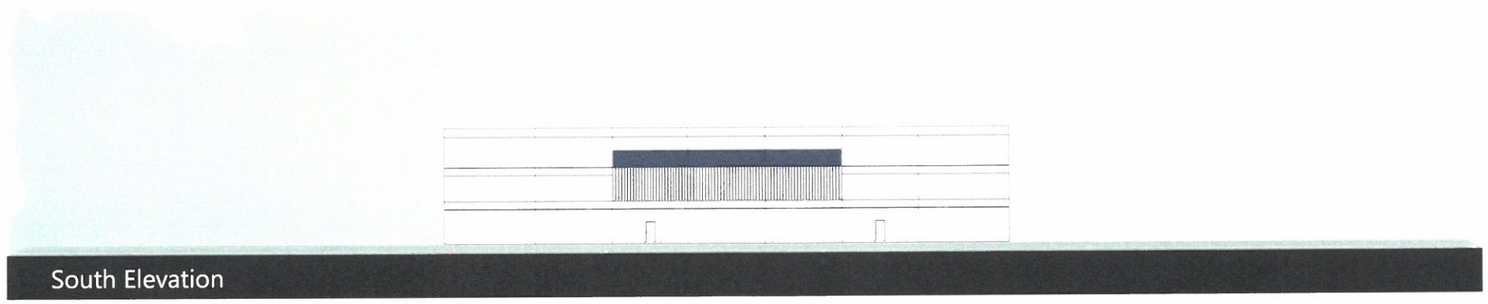
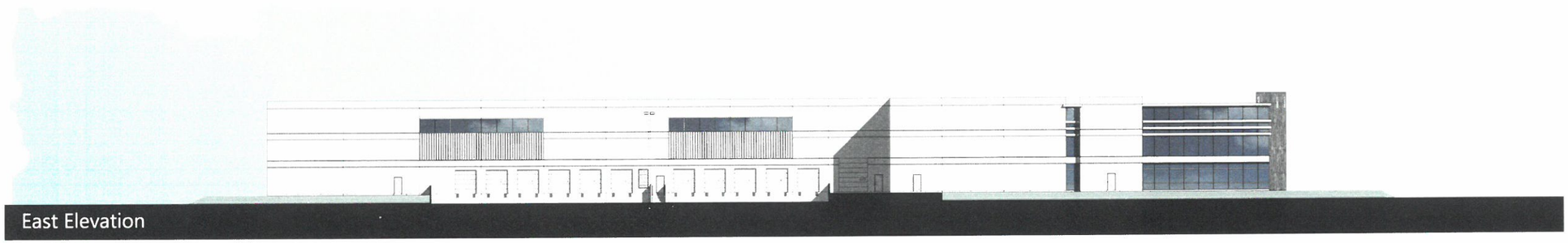


South Elevation



East Elevation

HPA architecture

Latitude Business Park

CORONA, COUNTY OF RIVERSIDE, CA

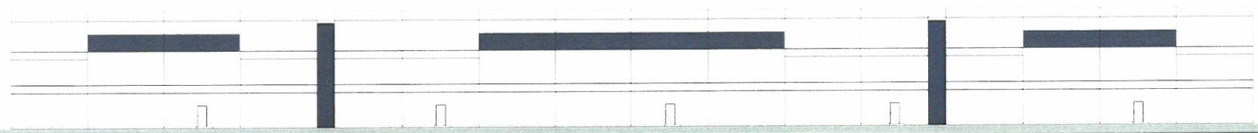
REXCO DEVELOPMENT

Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 9

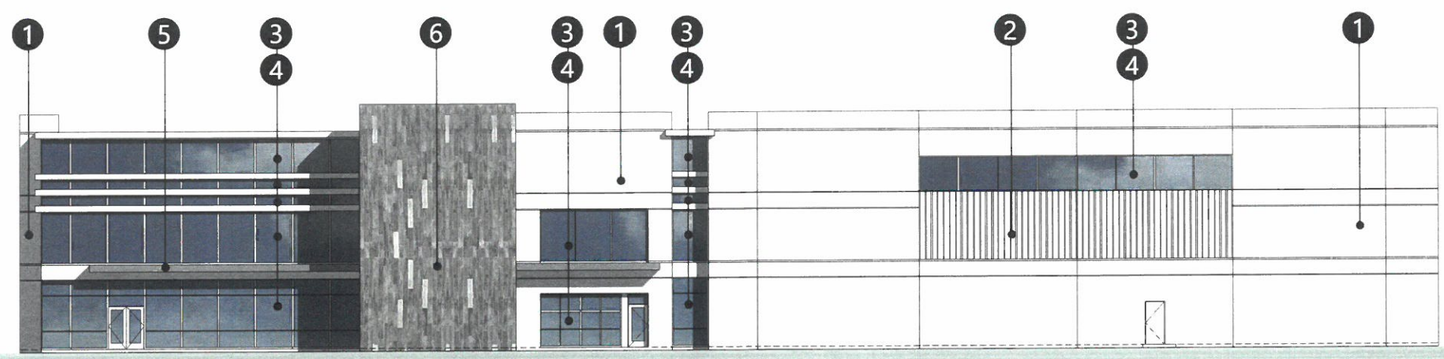
01.31.2020

North Elevation - Private Drive



West Elevation

1. Sherwin Williams SW 7005 Pure White
2. Sherwin Williams SW 7071 Gray Screen
3. Clear Anodized Mullions
4. Blue Reflective Glazing
5. Sherwin Williams Acrylic Latex Systems High Gloss/High Performance in color: SW 7074 Software @ Metal Canopy
6. Arizona Tile Style: Club Porcelain Colors: Club Gray / Club Tobacco / Club Beige
7. Sherwin Williams SW 6531 Indigo



Enlarged View of North Elevation - Private Drive

HPA architecture

Latitude Business Park

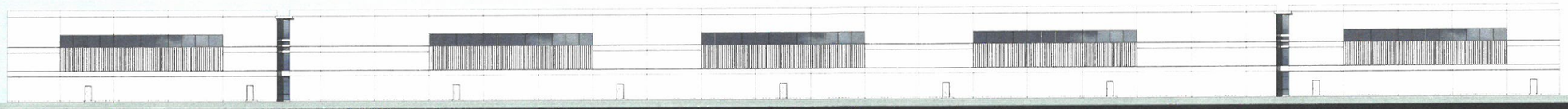
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

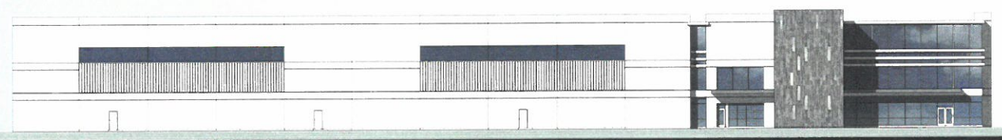
Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS & MATERIAL BOARD - BUILDING 9

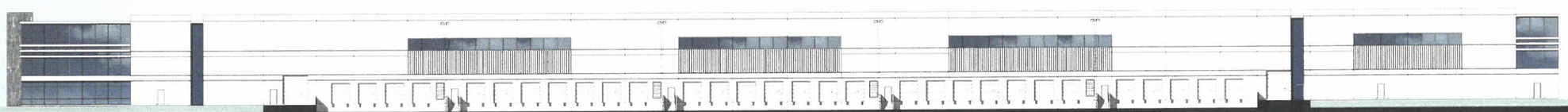
01.31.2020



North Elevation



West Elevation



South Elevation

East Elevation

HPA architecture

Latitude Business Park

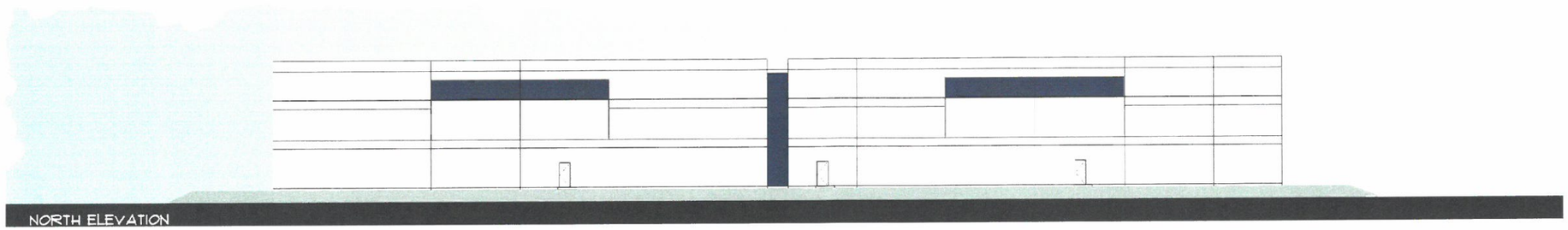
CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

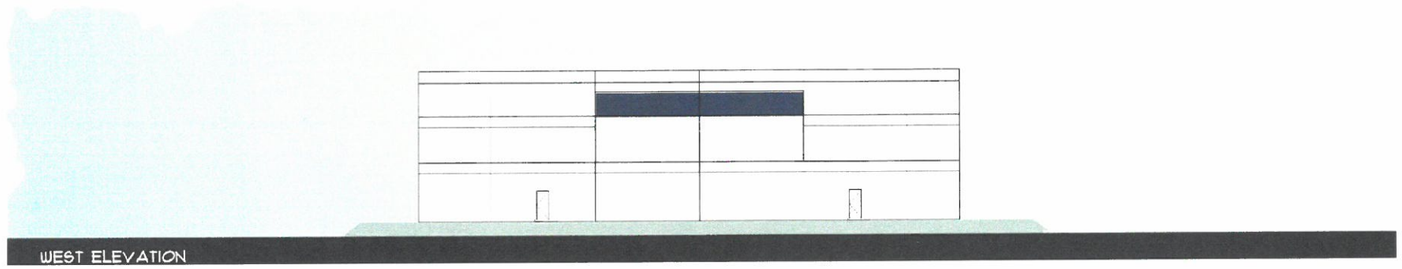
Job No. 15438.00

CONCEPTUAL COLORED ELEVATIONS-BUILDING 10

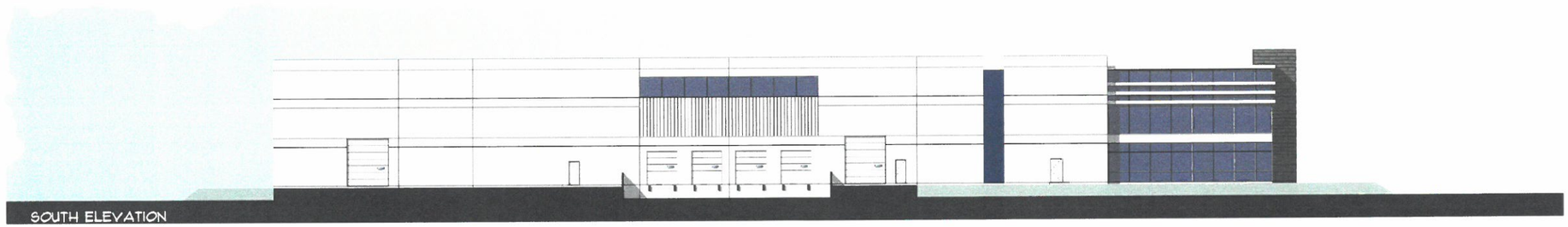
01.31.2020



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

EAST ELEVATION

JOB NO. 15438.00

HPA architecture

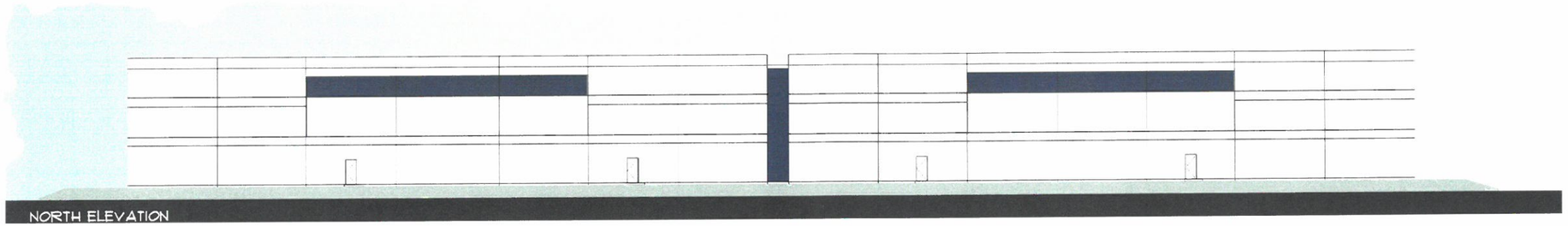
CONCEPTUAL ELEVATIONS FOR BUILDING II

LATITUDE BUSINESS PARK

CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

01.28.2020



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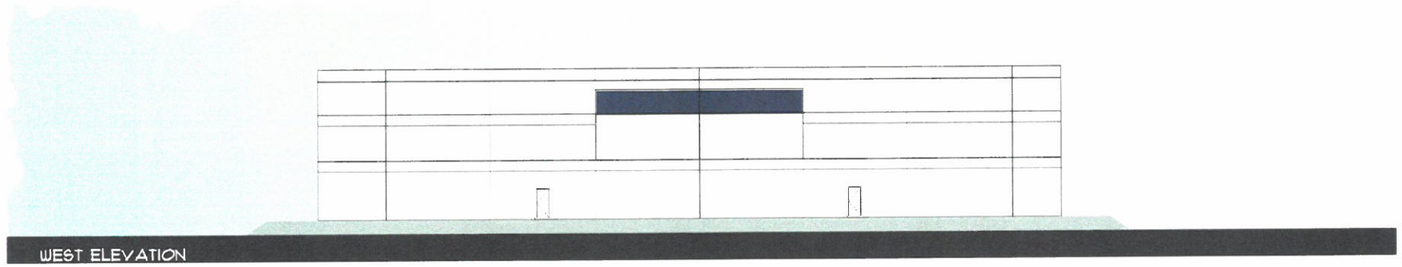

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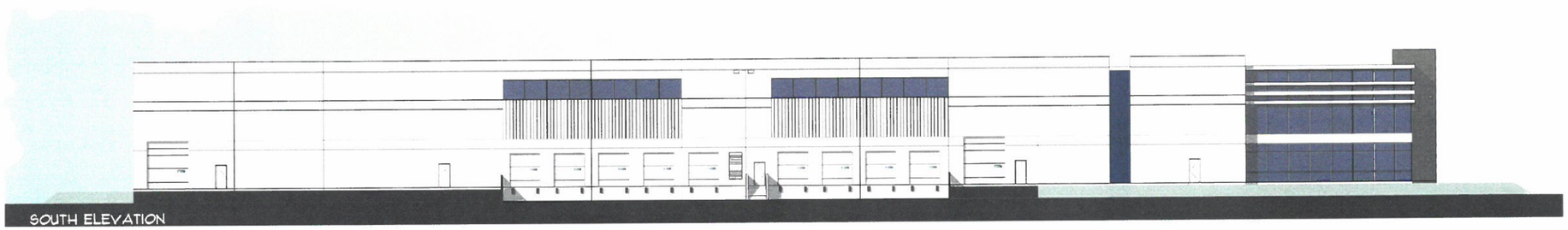

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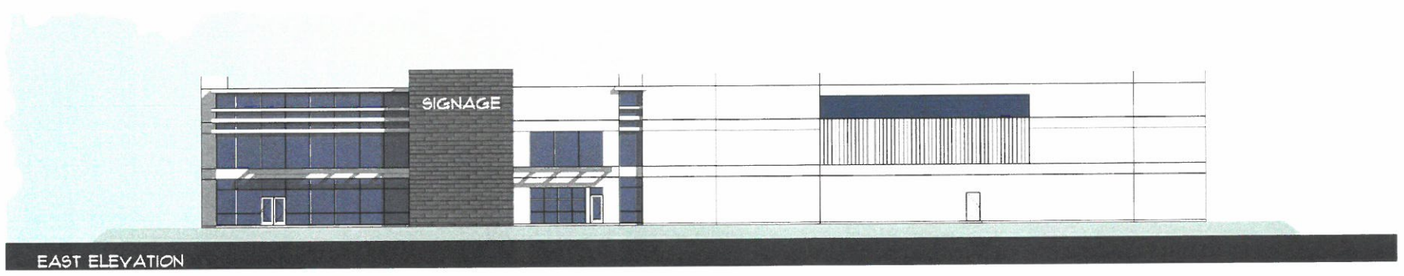


EAST ELEVATION

JOB NO. 15438.00

HPA architecture

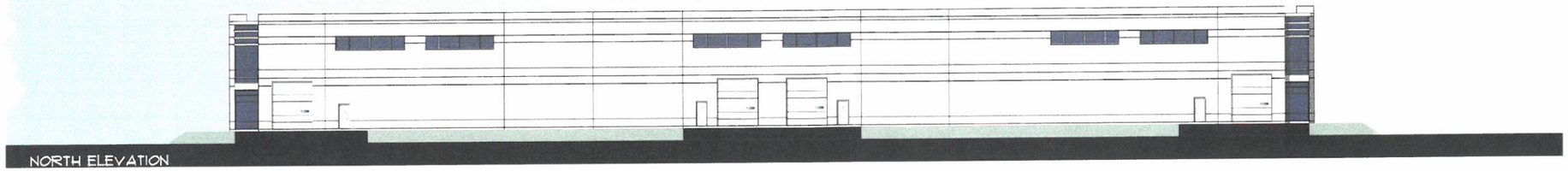
CONCEPTUAL ELEVATIONS FOR BUILDING 12

LATITUDE BUSINESS PARK

CORONA, COUNTY OF RIVERSIDE, CA

REXCO DEVELOPMENT

01.28.2020



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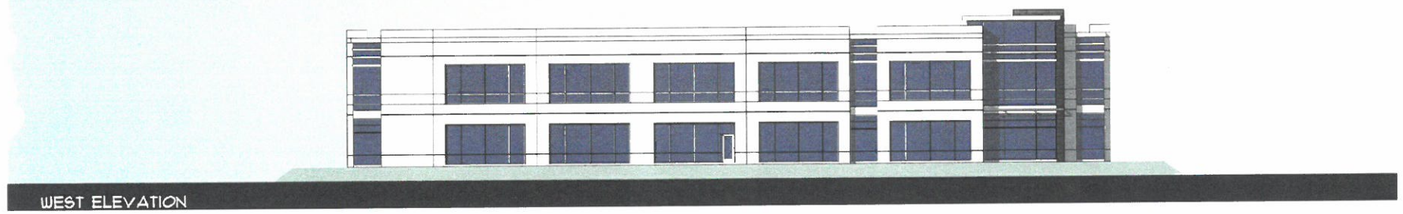

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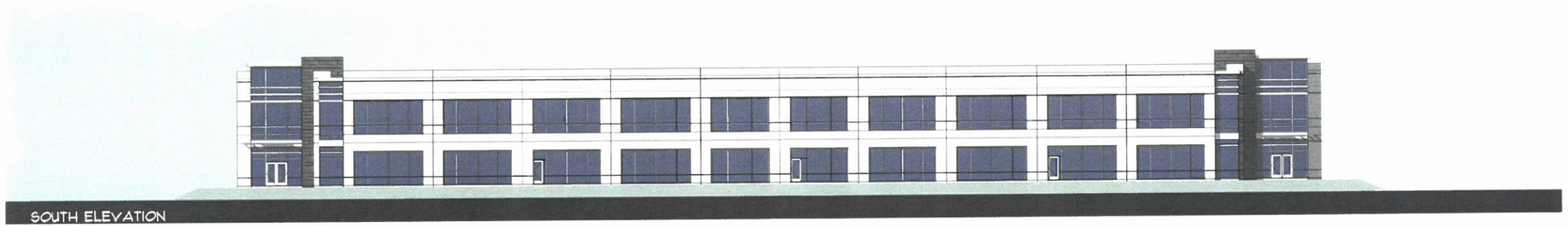

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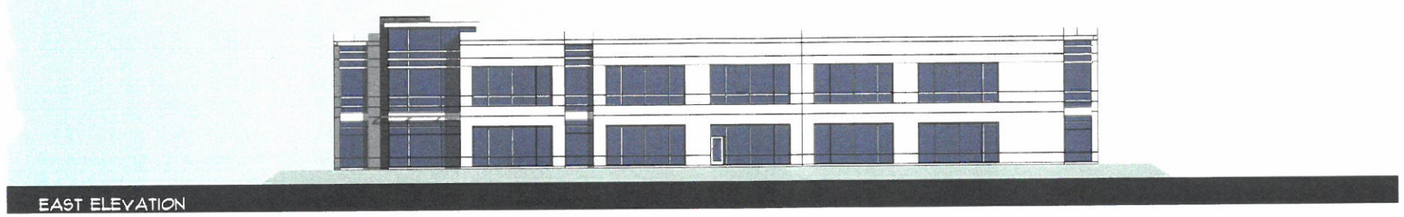


EAST ELEVATION

JOB NO. 15438.00

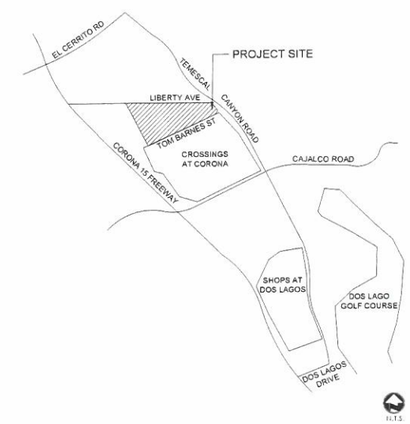
CONCEPTUAL ELEVATIONS FOR BUILDING 14

LATITUDE BUSINESS PARK

CORONA, COUNTY OF RIVERSIDE, CA

01.28.2020

VICINITY MAP



WATER EFFICIENT LANDSCAPE WORKSHEET

PROJECT: Latitude Business Park - Phases 1 and 2 DATE: 10/7/2019

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Reference Evapotranspiration (ETo) 56.33
Conversion Factor 0.62

Hydrozone # /Planting Description[a]	Plant Factor (PF)	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
Low water use plantings	0.3	Drip	0.81	0.25	0	0	0
Medium water use plantings	0.4	Drip	0.81	0.49	464135	229212	8,005,149
High water use turf	0.7	Drip	0.81	0.86	0	0	0
Low use plantings	0.2	Rotary Nozzles or Rotors	0.75	0.27	309317	82484.5	2,880,739
Med use plantings	0.4	Rotary Nozzles or Rotors	0.75	0.53	0	0	0
High water use turf	0.7	Rotary Nozzles or Rotors	0.75	0.93	0	0	0
				TOTALS	773,472	311697	10,885,889
Special Landscape Areas							
Turf areas parks				1	0	0	0
Irrigated w/ recycled water				1	0	0	0
Water features				1	0	0	0
				TOTALS	0	0	0
						ETWU Total	10,885,889
				Maximum Allowed Water Allowance (MAWA)[e]			12,155,940

MAWA

ETAF for residential areas = 0.55 or 45% for commercial areas

MAWA =	ETO *	Conv. Factor *	(ETAF	*	LA)	*	(1-ETAF)	*	SLA))
	56.33	0.62	0.45		773,472		0.55		0
MAWA=	**12,155,940**								

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	311,697
Total Area	773,472
Average ETAF	**0.40**

All Landscape Areas	
Total ETAF x Area	311,697
Total Area	773,472
Sitewide ETAF	**0.40**

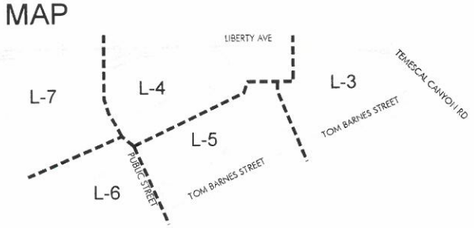
Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

CONCEPT STATEMENT

LANDSCAPE CONCEPT:
This landscape will consist of climate adaptive and appropriate low and medium water use planting categories as described by the WUCOLS system. Plant material has been chosen to provide site wide coverage, slope stabilization, parking lot shade and accentuate entries to the site. Maintenance and longevity of the plant material has been taken into consideration. Root panels and barriers will be provided on all trees necessary, consistent with all standards and specifications. A 3" layer of bark mulch will be used in all landscape areas. All landscape areas will conform to current city pf corona landscape guidelines.

IRRIGATION CONCEPT:
The irrigation design will incorporate the latest in smart irrigation technologies. All new planter areas will include drip line. All planters will use drip line with an irrigation efficiency of .81. Slopes will use rotors with an irrigation efficiency of .75. A smart irrigation controller with a rain shut off device will also be incorporated. Bark mulch will be used to retain moisture and reduce evaporation and an irrigation schedule will be provided to program the controller. Two irrigation schedules shall be prepared, one for plant establishment and one for after plant establishment. All new irrigation systems will comply with all current City of Corona Landscape Guidelines.

INDEX MAP



LATITUDE BUSINESS PARK

SEE SHEET L-2 FOR PLANTING SCHEDULES

L-1

NORTH 0' 100' 200' 300'

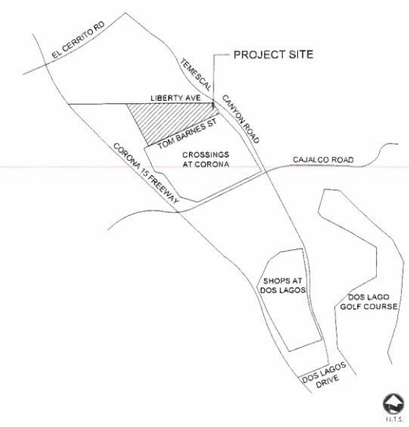
OVERALL CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVE
2518 NORTH SANTIAGO BLVD ORANGE, CA 92867

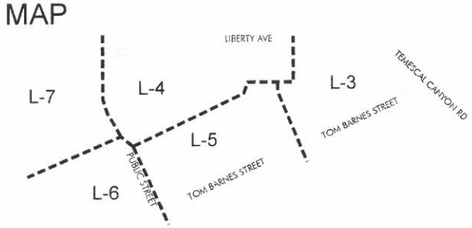
bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T 951.737.1124 F 951.737.6551

EXHIBIT D

VICINITY MAP



INDEX MAP



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				TOTALS	773,472	311697	10,885,889
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Water features				1	0	0	0
				TOTALS	0	0	0
						ETWU Total	10,885,889
				Maximum Allowed Water Allowance (MAWA)[d]			12,166,840

MAWA

ETAF for residential areas is 0.55 or .45 for commercial areas

MAWA =	ETO *	Conv Factor *	((ETAF	*	LA)	=	(1-ETAF)	*	SLA))
	56.33	0.62		0.45		773,472		0.55	0
MAWA=	**12,166,840**								

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	311,697
Total Area	773,472
Average ETAF	**0.40**

All Landscape Areas

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LATITUDE BUSINESS PARK

SEE SHEET L-2 FOR PLANTING SCHEDULES

L-1 NORTH 0 100' 200' 300'

bmla
LANDSCAPE ARCHITECTURE
210 NORTH JOY STREET | CORONA, CA 92879
951.737.1124 | 951.737.6551

OVERALL CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT
2516 NORTH SANTIAGO BLVD ORANGE, CA 92867 PH: (951) 898-1502
1/16/2020

PHASE 1

CITY OF CORONA COMMERCIAL STANDARDS:

1 - 24" BOX PER 20,000 SF OF BUILDING
TOTAL SQUARE FOOTAGE OF BUILDING AREA = 729,350
37 TREES REQUIRED

AND

1-24" BOX FOR 500 SF OF LANDSCAPE AREA
TOTAL SF OF LANDSCAPE AREA = 240,881
482 TREES REQUIRED

TOTAL NUMBER OF TREES REQUIRED FOR SITE = 519

TOTAL TREES PROVIDED = 519
5 PERCENT OF TREES SHALL BE 36" BOX = 26 TREES

SLOPE SQUARE FOOTAGE = 72,817 SF
1 - 15 GALLON TREE PER 400 SF OF SLOPE. NO LESS THAN 50% OF SLOPE TREES SHALL BE EVERGREEN
183 TOTAL SLOPE TREES REQUIRED
183 TOTAL SLOPE TREES PROVIDED, 50% ARE EVERGREEN

ACCENT PALETTE PHASE 1

TREES	BOTANICAL / COMMON NAME	SIZE	MATURE	WUCOLS	QTY
	OLEA EUROPAEA OLIVE MULTI-TRUNK	36" BOX, FIELD GROWN	15 -25' H X 15 -20 W	L	4
	PHOENIX DACTYLIFERA DATE PALM	12' BTH	70 H X 20 W	L	12
	PLATANUS X ACERIFOLIA 'BLOODGOOD' LONDON PLANE TREE	24"BOX	30 -50 H X 25 -50 W	M	100
SHRUBS	**BOTANICAL / COMMON NAME**	**SIZE**	**MATURE**	**WUCOLS**	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @48"O.C.	2 -3' H X 3 -4' W	L	
	AGAVE X 'BLUE FLAME' BLUE FLAME AGAVE	5 GAL @ 36" O.C.	2 -3' H, CLUMPING	L	
	HESPERALOE PARVIFLORA RED YUCCA	5 GAL @ 36" O.C.	3 -4' H X 3 -4' W	L	
	LIGUSTRUM JAPONICUM 'TEXANUM' WAX LEAF PRIVET	5 GAL @ 60" O.C.	6 -8 H X 4 -6 W	M	
	RHAPHIOLEPIS INDICA 'CLARA' INDIA HAWTHORN	5 GAL @48"O.C.	3 -5 H X 3 -5 W	M	
	ROSA FLORIBUNDA 'ICEBERG' ICEBERG ROSE	5 GAL @ 60" O.C.	5 H X 5 W	M	
	STRELITZIA REGINAE BIRD OF PARADISE	5 GAL @48"O.C.	3 -4 H X 3 -4 W	M	

PARKING LOT AND BUILDING PALETTE PHASE 1

TREES	BOTANICAL / COMMON NAME	SIZE	MATURE	WUCOLS	QTY
	LAGERSTROEMIA INDICA 'TUSCARORA' CRAPE MYRTLE	24"BOX	15 H X 15 W	M	65
	PARKINSONIA X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	25 H X 25 W	L	17
	RHUS LANCEA AFRICAN SUMAC	24"BOX	20 -30 H X 20 -35 W	L	194
	TRISTANIA CONFERTA BRISBANE BOX	15 GAL	30 -45 H X 25 W	M	94
SHRUBS	**BOTANICAL / COMMON NAME**	**SIZE**	**MATURE**	**WUCOLS**	
	CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL @48"O.C.	3 H X 5 W	L	
	LANTANA X 'NEW GOLD' NEW GOLD LANTANA	5 GAL @ 18" O.C.	1 -1.5 H X 1.5 -2 W	L	
	LIGUSTRUM JAPONICUM 'TEXANUM' WAX LEAF PRIVET	5 GAL @ 60" O.C.	6 -8 H X 4 -6 W	M	
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	5 GAL @ 36" O.C.	2 -3 H X 3 -4 W	M	
	ROSA X 'NOARE' FLOWER CARPET RED GROUNDCOVER ROSE	5 GAL @ 36" O.C.	2 -3 H X 3 W	M	
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	5 GAL @48"O.C.	2 H X 4 -8 W	L	

SLOPE PALETTE PHASE 1

TREES	BOTANICAL / COMMON NAME	SIZE	MATURE	WUCOLS	QTY	REMARKS
	CERCIS OCCIDENTALIS WESTERN REDBUD MULTI-TRUNK	15 GAL	15 H X 10 -15 W	L	45	DECIDUOUS
	PLATANUS RACEMOSA WESTERN SYCAMORE	15 GAL	30 -50 H X 25 -50 W	M	52	DECIDUOUS
	QUERCUS AGRIFOLIA COAST LIVE OAK	15 GAL	40 -50 H X 40 -50 W	L	95	EVERGREEN
	MELALEUCA QUINQUENERVIA PAPERBARK TREE	24" BOX	25'-40 H X 15'-25 W	M	48	EVERGREEN
SHRUBS	**BOTANICAL / COMMON NAME**	**SIZE**	**MATURE**	**WUCOLS**		
	ACACIA REDOLENS 'LOWBOY' BANK CATCLAW	5 GAL @ 90" O.C.	1' H X 10 W	L		
	BOUGAINVILLEA X 'OO-LA-LA' TM OO-LA-LA BOUGAINVILLEA	5 GAL @ 72" O.C.	1.5 H X 6 -8 W	L		
	LANTANA X 'NEW GOLD' NEW GOLD LANTANA	5 GAL @ 18" O.C.	1 -1.5 H X 1.5 -2 W	L		
	MYOPORUM PARVIFOLIUM 'PUTAH CREEK' PUTAH CREEK MYOPORUM	5 GAL @ 72" O.C.	1 H X 8 W	L		
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	5 GAL @48"O.C.	2 H X 4 -8 W	L		

PHASE 2

CITY OF CORONA COMMERCIAL STANDARDS:

1 - 24" BOX TREE PER 20,000 SF OF BUILDING
TOTAL SQUARE FOOTAGE OF BUILDING AREA = 292,912
15 TREES REQUIRED

AND

1-24" BOX FOR 500 SF OF LANDSCAPE AREA
TOTAL SF OF LANDSCAPE AREA = 223,274
447 TREES REQUIRED

TOTAL NUMBER OF TREES REQUIRED FOR SITE = 462

TOTAL TREES PROVIDED = 462
5% OF TREES SHALL BE 36" BOX = 24 TREES

SLOPE SQUARE FOOTAGE = 236,500 SF
1 - 15 GALLON TREE PER 400 SF OF SLOPE. NO LESS THAN 50% OF SLOPE TREES SHALL BE EVERGREEN.
592 TOTAL SLOPE TREES REQUIRED
592 TREES PROVIDED, 50% ARE EVERGREEN

ACCENT PALETTE PHASE 2

TREES	BOTANICAL / COMMON NAME	SIZE	MATURE	WUCOLS	QTY
	PARKINSONIA X 'DESERT MUSEUM' DESERT MUSEUM PALO VERDE MULTI-TRUNK	36"BOX	25 H X 25 W	L	14
	PHOENIX DACTYLIFERA DATE PALM	12' BTH	70 H X 20 W	L	10
	PLATANUS X ACERIFOLIA 'BLOODGOOD' LONDON PLANE TREE	24"BOX	30 -50 H X 25 -50 W	M	57
SHRUBS	**BOTANICAL / COMMON NAME**	**SIZE**	**MATURE**	**WUCOLS**	
	AGAVE DESMETIANA 'VARIEGATA' VARIEGATED AGAVE	5 GAL @48"O.C.	2 -3' H X 3 -4 W	L	
	AGAVE X 'BLUE FLAME' BLUE FLAME AGAVE	5 GAL @ 36" O.C.	2 -3' H, CLUMPING	L	
	HESPERALOE PARVIFLORA RED YUCCA	5 GAL @ 36" O.C.	3 -4' H X 3 -4 W	L	
	LIGUSTRUM JAPONICUM 'TEXANUM' WAX LEAF PRIVET	5 GAL @ 60" O.C.	6 -8' H X 4 -6 W	M	
	RHAPHIOLEPIS INDICA 'CLARA' INDIAN HAWTHORN	5 GAL @48"O.C.	3 -5' H X 3 -5 W	M	
	ROSA FLORIBUNDA 'ICEBERG' ICEBERG ROSE	5 GAL @ 60" O.C.	5' H X 5 W	M	
	STRELITZIA REGINAE BIRD OF PARADISE	5 GAL @48"O.C.	3 -4' H X 3 -4 W	M	

PARKING LOT AND BUILDING PALETTE PHASE 2

TREES	BOTANICAL / COMMON NAME	SIZE	MATURE	WUCOLS	QTY
	CUPRESSUS SEMPERVIRENS ITALIAN CYPRESS	15 GAL	40'-60' H X 5 -10 W	L	94
	LAGERSTROEMIA INDICA 'TUSCARORA' CRAPE MYRTLE	24"BOX	15' H X 15 W	M	71
	RHUS LANCEA AFRICAN SUMAC	24"BOX	20'-30' H X 20 -35 W	L	246
SHRUBS	**BOTANICAL / COMMON NAME**	**SIZE**	**MATURE**	**WUCOLS**	
	CALLISTEMON X 'LITTLE JOHN' DWARF CALLISTEMON	5 GAL @48"O.C.	3 H X 5 W	L	
	LANTANA X 'NEW GOLD' NEW GOLD LANTANA	5 GAL @ 18" O.C.	1 -1.5' H X 1.5 -2' W	L	
	LIGUSTRUM JAPONICUM 'TEXANUM' WAX LEAF PRIVET	5 GAL @ 60" O.C.	6 -8' H X 4 -6 W	M	
	RHAPHIOLEPIS INDICA 'BALLERINA' BALLERINA INDIAN HAWTHORN	5 GAL @ 36" O.C.	2 -3' H X 3 -4' W	M	
	ROSA X 'NOARE' FLOWER CARPET RED GROUNDCOVER ROSE	5 GAL @ 36" O.C.	2 -3' H X 3 W	M	
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	5 GAL @48"O.C.	2' H X 4 -8' W	L	

SLOPE PALETTE PHASE 2

TREES	BOTANICAL / COMMON NAME	SIZE	MATURE	WUCOLS	QTY	REMARKS
	CERCIS OCCIDENTALIS WESTERN REDBUD MULTI-TRUNK	15 GAL	15' H X 10 -15 W	L	192	DECIDUOUS
	PLATANUS RACEMOSA WESTERN SYCAMORE	15 GAL	30 -50 H X 25 -50 W	M	116	DECIDUOUS
	QUERCUS AGRIFOLIA COAST LIVE OAK	15 GAL	40 -50 H X 40 -50 W	L	239	EVERGREEN
	RHUS LANCEA AFRICAN SUMAC	24"BOX	20 -30 H X 20 -35 W	L	65	EVERGREEN
	MELALEUCA QUINQUENERVIA PAPERBARK TREE	24" BOX	25'-40 H X 15'-25 W	M	30	EVERGREEN
SHRUBS	**BOTANICAL / COMMON NAME**	**SIZE**	**MATURE**	**WUCOLS**		
	ACACIA REDOLENS 'LOWBOY' BANK CATCLAW	5 GAL @ 90" O.C.	1' H X 10' W	L		
	BOUGAINVILLEA X 'OO-LA-LA' TM OO-LA-LA BOUGAINVILLEA	5 GAL @ 72" O.C.	1.5 H X 6 -8 W	L		
	LANTANA X 'NEW GOLD' NEW GOLD LANTANA	5 GAL @ 18" O.C.	1 -1.5' H X 1.5 -2' W	L		
	MYOPORUM PARVIFOLIUM 'PUTAH CREEK' PUTAH CREEK MYOPORUM	5 GAL @ 72" O.C.	1' H X 8' W	L		
	ROSMARINUS OFFICINALIS 'PROSTRATUS' DWARF ROSEMARY	5 GAL @48"O.C.	2' H X 4 -8' W	L		

WASH ADJACENT SHRUB PALETTE (NATIVE PLANTS)

SHRUBS	BOTANICAL / COMMON NAME	SIZE	MATURE	WUCOLS
	BACCHARIS PILULARIS 'PIGEON POINT' DWARF COYOTE BUSH	5 GAL @48"O.C.	2' H X 4 -8 W	L
	BOUTELOUA GRACILIS 'BLONDE AMBITION' BLUE GRAMMA	5 GAL @ 18" O.C.	1' H X 1' W	L
	CAREX PRAEGRACILIS CALIFORNIA FIELD SEDGE	5 GAL @ 18" O.C.	1' H / SPREADING	M
	CAREX TUMULICOLA FOOTHILL SAGE	5 GAL @ 18" O.C.	1' -1.5' H X 1.5' -2' W	L
	HETEROMELES ARBUTIFOLIA TOYON	15 GAL @ 48" O.C.	6'-8 H X 4'-5' W	L
	HEUCHERA MAXIMA ISLAND ALUM ROOT	5 GAL @ 18" O.C.	1' H X 1'-2' W	L
	JUNCUS PATENS CALIFORNIA GRAY RUSH	5 GAL @ 48" O.C.	4' H X 3 -4 W	L
	LEYMUS CONDENSATUS "CANYON PRINCE" CANYON PRINCE WILD RYE	5 GAL @ 24" O.C.	2 -3 H X 3 W	L
	SALVIA CLEAVALNDII "WINNIFRED GILMAN" BLUE SAGE	5 GAL @ 48" O.C.	4'H X 4 W	L
	SALVIA GREGGII "FURMAN'S RED" MAGENTA RED TEXAS SAGE	5 GAL @ 24" O.C.	2' -3 H X 3 W	L
	CERCIS OCCIDENTALIS WESTERN REDBUD	15 GAL @ 10' O.C.	12'-20' H X 10'-15' W	L

LATITUDE BUSINESS PARK

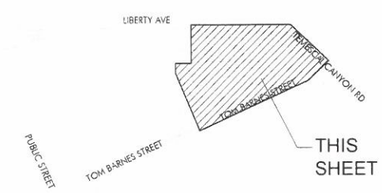
L-2

bmla
LANDSCAPE ARCHITECTURE
951.737.1124 | 951.737.6551

PLANTING SCHEDULES - PHASES 1 AND 2

PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE, CA 92867 PH: (951) 898-1502
1/16/2020

INDEX MAP



LATITUDE BUSINESS PARK

SEE SHEET L-2 FOR PLANTING SCHEDULES

PHASE 1

L-3

NORTH 0' 40' 80' 120'

CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE, CA 92867 PH. (951) 898-1502
1/16/2020

bmla
LANDSCAPE ARCHITECTURE
510 NORTH JOY STREET | CORONA, CA 92879
T 951.737.1124 F 951.737.6551

INDEX MAP

LATITUDE BUSINESS PARK

SEE SHEET L-2 FOR PLANTING SCHEDULES

PHASE 1

L-4

NORTH 0' 40' 80' 120'

CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE, CA 92867 PH: (951) 896-1502
1/16/2020

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LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
951.737.1124 | 951.737.6551

MATCHLINE SEE SHEET L-4

MATCHLINE SEE SHEET L-4

MATCHLINE SEE SHEET L-4

MATCHLINE SEE SHEET L-3

MATCHLINE SEE SHEET L-6

BUILDING 1

BUILDING 4

PUBLIC STREET

TOM BARNES STREET

EXISTING WASH PROTECT IN PLACE

EXISTING WASH PROTECT IN PLACE

TRASH ENCLOSURE

TRASH ENCLOSURE

ENHANCED PAVING, TYP.

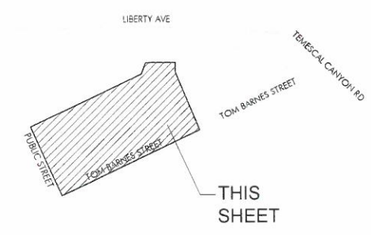
ENTRY MONUMENT

TUBULAR STEEL FENCE WITH VINE SCREEN AT 10' O.C.

TUBULAR STEEL FENCE WITH VINE SCREEN AT 10' O.C.

PLANTING ADJACENT TO EXISTING WASH TO BE PLANTED WITH CALIFORNIA NATIVES REFER TO SHEET L-2

INDEX MAP



LATITUDE BUSINESS PARK

SEE SHEET L-2 FOR PLANTING SCHEDULES

PHASE 1

L-5

NORTH 0' 40' 80' 120'

CONCEPTUAL LANDSCAPE PLAN

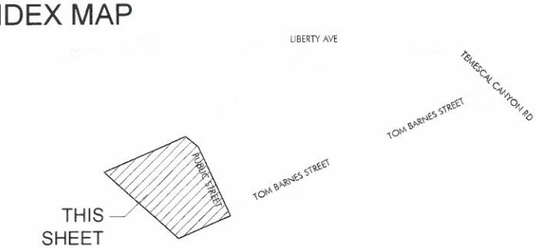
PREPARED FOR REXCO DEVELOPMENT

2518 NORTH SANTIAGO BLVD ORANGE, CA 92867 PH: (951) 898-1502

1/16/2020

bmla
LANDSCAPE ARCHITECTURE
210 NORTH JOY STREET CORONA CA 92879
T 951.737.1124 F 951.737.6551

INDEX MAP



LATITUDE BUSINESS PARK

SEE SHEET L-2 FOR PLANTING SCHEDULES

PHASE 2

L-6

NORTH 0' 40' 80' 120'

CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT

2518 NORTH SANTIAGO BLVD ORANGE, CA 92867 PH: (951) 898-1502

1/15/2020

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

LATITUDE BUSINESS PARK

SEE SHEET L-2 FOR PLANTING SCHEDULES

PHASE 2 L-7

NORTH 0' 40' 80' 120'

CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD ORANGE, CA 92867 PH: (951) 898-1502
1/16/2020

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY TBD.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.

SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- ASPHALT CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 20')
- STANDARD PARKING STALL W/ 2' OVERHANG
- COMPACT PARKING STALL (8.5' X 17') MAX. 40% OF REQUIRED
- DISABLED PARKING STALL (9' X 20') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- 28' WIDE FIRELANE
- EXISTING PUBLIC FIRE HYDRANT
- PRIVATE FIRE HYDRANT- APPROXIMATE LOCATION
- DISABLED PARKING (VAN) STALL (9' X 20') + 5' W/ ACCESSIBLE AIS
- DISABLED PARKING STALL (9' X 20') + 5' W/ ACCESSIBLE AISLE

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. ASPHALT CONCRETE (AC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-6"X5'-6"X6" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH.
6. PROVIDE 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. TRASH ENCLOSURE PER CITY STANDARD.
8. APPROXIMATE LOCATION OF TRANSFORMER.
9. PRE-CAST CONCRETE WHEEL STOP.
10. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
11. DESIGNATED SMOKING AREA.
12. LANDSCAPE, ALL LANDSCAPE AREAS INDICATED BY SHADING.
13. MONUMENT SIGN.
14. ACCESSIBLE PARKING STALL SIGN.
15. 8' HIGH CONCRETE TILT UP SCREEN WALL.
16. 42" HIGH CONCRETE GUARDWALL.
17. TRUNCATED DOME.
18. EXTERIOR PATIO AREA.
19. EXTERIOR CONCRETE STAIR WITH GUARDWALL AND HANDRAIL
20. EXTERIOR BIKE RACK.
21. 8' HIGH METAL FENCE

PROJECT INFORMATION

Owner
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998-3400
FAX: (714) 998-3401
CONTACT: PATRICK TRITZ

Applicant
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
PHONE: (714) 998-3400
FAX: (714) 998-3401
CONTACT: PATRICK TRITZ

Construction Type
CONCRETE TILT-UP BUILDING
BUILDING OCCUPANCY: F-1/B OFFICE & MANUFACTURING
CONSTRUCTION TYPE: III-B

Applicant's Representative
HPA, INC
18831 BARDEEN AVE. - SUITE 100
IRVINE, CA 92612
PHONE: (949) 862-2173
FAX: (949) 863-0851
CONTACT: NANCY PARK

Zoning
ZONING: LIGHT INDUSTRIAL DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91-02)
GENERAL PLAN: LI (LIGHT INDUSTRIAL)

Assessors Parcel Number
279-140-001-0 (AFFECTS PARCEL 1);
279-140-007-6 (AFFECTS PORTION OF PARCEL 2) AND
279-231-044-0 (AFFECTS PORTION OF PARCEL 2)

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

Project Address
TOM BARNES ST. & TEMESCAL CANYON RD.
CORONA, CA 92883

Legal Description

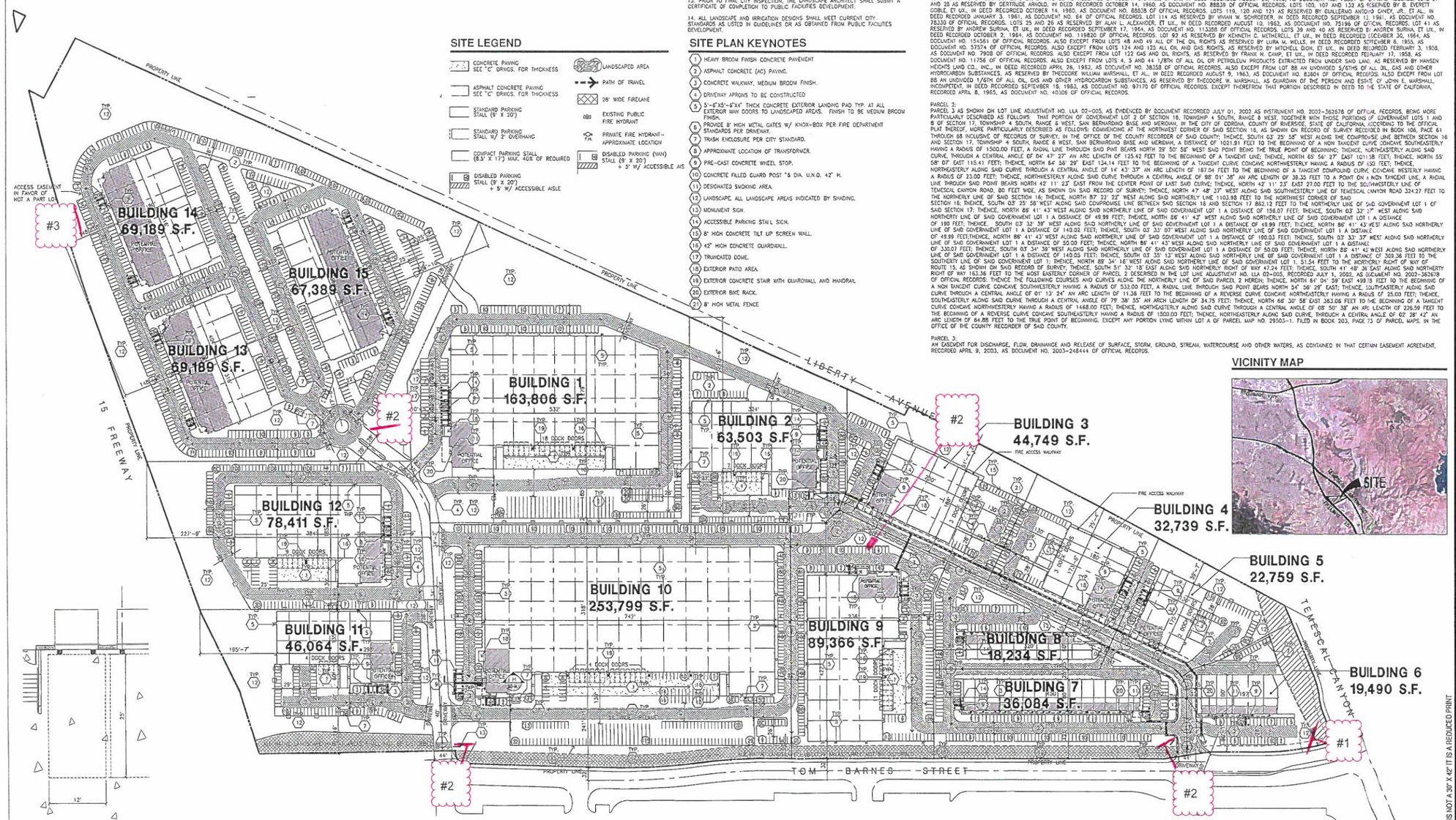
THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
TRACT 3333-R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES: LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JULY 21, 1960, AS DOCUMENT NO. 84521 OF OFFICIAL RECORDS. LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS. LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS. LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS. LOTS 103, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS. LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO CANDY, JR., ET AL. IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS. LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 12, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS. LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS. LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS. LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS. LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL DON, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1952, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/8THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS. ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 18, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS. EXCEPT THEREFROM THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306 OF OFFICIAL RECORDS.

PARCEL 2:
PARCEL 3 AS SHOWN ON LOT LINE ADJUSTMENT NO. LLA 02-005, AS EVIDENCED BY DOCUMENT RECORDED JULY 01, 2002 AS INSTRUMENT NO. 2002-362878 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND B OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE, SOUTH 03° 25' 58" WEST ALONG THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, A DISTANCE OF 1021.81 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 29° 50' 58" WEST SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 04° 47' 27" AN ARC LENGTH OF 125.42 FEET TO THE BEGINNING OF A TANGENT LINE; THENCE, NORTH 65° 56' 27" EAST 1011.58 FEET; THENCE, NORTH 55° 58' 07" EAST 115.41 FEET; THENCE, NORTH 64° 56' 29" EAST 134.14 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 150 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14° 43' 37" AN ARC LENGTH OF 137.04 FEET TO THE BEGINNING OF A TANGENT COMPOUND CURVE CONCAVE WESTERLY HAVING A RADIUS OF 23.00 FEET; THENCE, NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 98° 01' 38" AN ARC LENGTH OF 39.35 FEET TO A POINT ON A NON TANGENT LINE, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 42° 11' 23" EAST FROM THE CENTER POINT OF EAST SAID CURVE; THENCE, NORTH 42° 11' 23" EAST 27.00 FEET TO THE SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD, 80 FEET WIDE, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, NORTH 47° 48' 37" WEST ALONG SAID SOUTHWESTERLY LINE OF TEMESCAL CANYON ROAD 324.27 FEET TO THE NORTHERLY LINE OF SAID SECTION 16; THENCE, NORTH 87° 22' 22" WEST ALONG SAID NORTHERLY LINE 1103.98 FEET TO THE NORTHWEST CORNER OF SAID SECTION 16; THENCE, SOUTH 03° 25' 58" WEST ALONG SAID COMPROMISE LINE BETWEEN SAID SECTION 16 AND SECTION 17 862.12 FEET TO THE NORTHERLY LINE OF SAID GOVERNMENT LOT 1 OF SAID SECTION 17; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 156.07 FEET; THENCE, SOUTH 03° 32' 17" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 180 FEET; THENCE, SOUTH 03° 32' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 140.02 FEET; THENCE, SOUTH 03° 33' 07" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 49.99 FEET;THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 190.03 FEET; THENCE, SOUTH 03° 33' 37" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 330.07 FEET; THENCE, SOUTH 03° 34' 39" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 50.00 FEET; THENCE, NORTH 86° 41' 43" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1 A DISTANCE OF 309.36 FEET TO THE SOUTHERLY LINE OF SAID GOVERNMENT LOT 1; THENCE, NORTH 89° 34' 16" WEST ALONG SAID NORTHERLY LINE OF SAID GOVERNMENT LOT 1, 51.54 FEET TO THE NORTHERLY RIGHT OF WAY OF ROUTE 15, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, SOUTH 51° 32' 18" EAST ALONG SAID NORTHERLY RIGHT OF WAY 47.24 FEET; THENCE, SOUTH 41° 48' 36 EAST ALONG SAID NORTHERLY RIGHT OF WAY 163.36 FEET TO THE MOST EASTERLY CORNER OF PARCEL 2 DESCRIBED IN THE LOT LINE ADJUSTMENT NO. LLA 02-005, RECORDED JULY 1, 2002, AS DOCUMENT NO. 2002-362878 OF OFFICIAL RECORDS: THENCE THE FOLLOWING COURSES AND CURVES ALONG THE NORTHERLY LINE OF SAID PARCEL 2 HEREIN; THENCE, NORTH 64° 04' 59" EAST 499.13 FEET TO THE BEGINNING OF A NON TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 532.00 FEET, A RADIAL LINE THROUGH SAID POINT BEARS NORTH 54° 56' 29" EAST; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 13' 24" AN ARC LENGTH OF 11.36 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET; THENCE, SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 79° 38' 55" AN ARCH LENGTH OF 34.75 FEET; THENCE, NORTH 66° 30' 58" EAST 363.06 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 1468.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08° 50' 38" AN ARC LENGTH OF 226.59 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 1500.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 02° 28' 42" AN ARC LENGTH OF 64.85 FEET TO THE TRUE POINT OF BEGINNING. EXCEPT ANY PORTION LYING WITHIN LOT A OF PARCEL MAP NO. 29503-1, FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:
AN EASEMENT FOR DISCHARGE, FLOW, DRAINAGE AND RELEASE OF SURFACE, STORM, GROUND, STREAM, WATERCOURSE AND OTHER WATERS, AS CONTAINED IN THAT CERTAIN EASEMENT AGREEMENT, RECORDED APRIL 9, 2003, AS DOCUMENT NO. 2003-248444 OF OFFICIAL RECORDS.

VICINITY MAP



MONUMENT SIGNAGE

ENLARGED LOADING AREA (B) scale: 1/8" = 1'-0"

MASTER SITE PLAN (A) scale: 1" = 100'-0"

SCALE: 1" = 100'-0"

CAUTION : IF THIS SHEET IS NOT A 30" X 42" IT IS A REDUCED PRINT

HPA architecture

hpa, inc.
18831 bardeen avenue - ste. #100 irvine, ca 92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

DPR 2018-0015 / DPR 2018-0016

Owner:
LATITUDE BUSINESS PARK LLC
2518 N. SANTIAGO BLVD.
ORANGE, CA 92867
TEL : 714-998-3400

Project:
LATITUDE BUSINESS PARK
CORONA 92883, CA

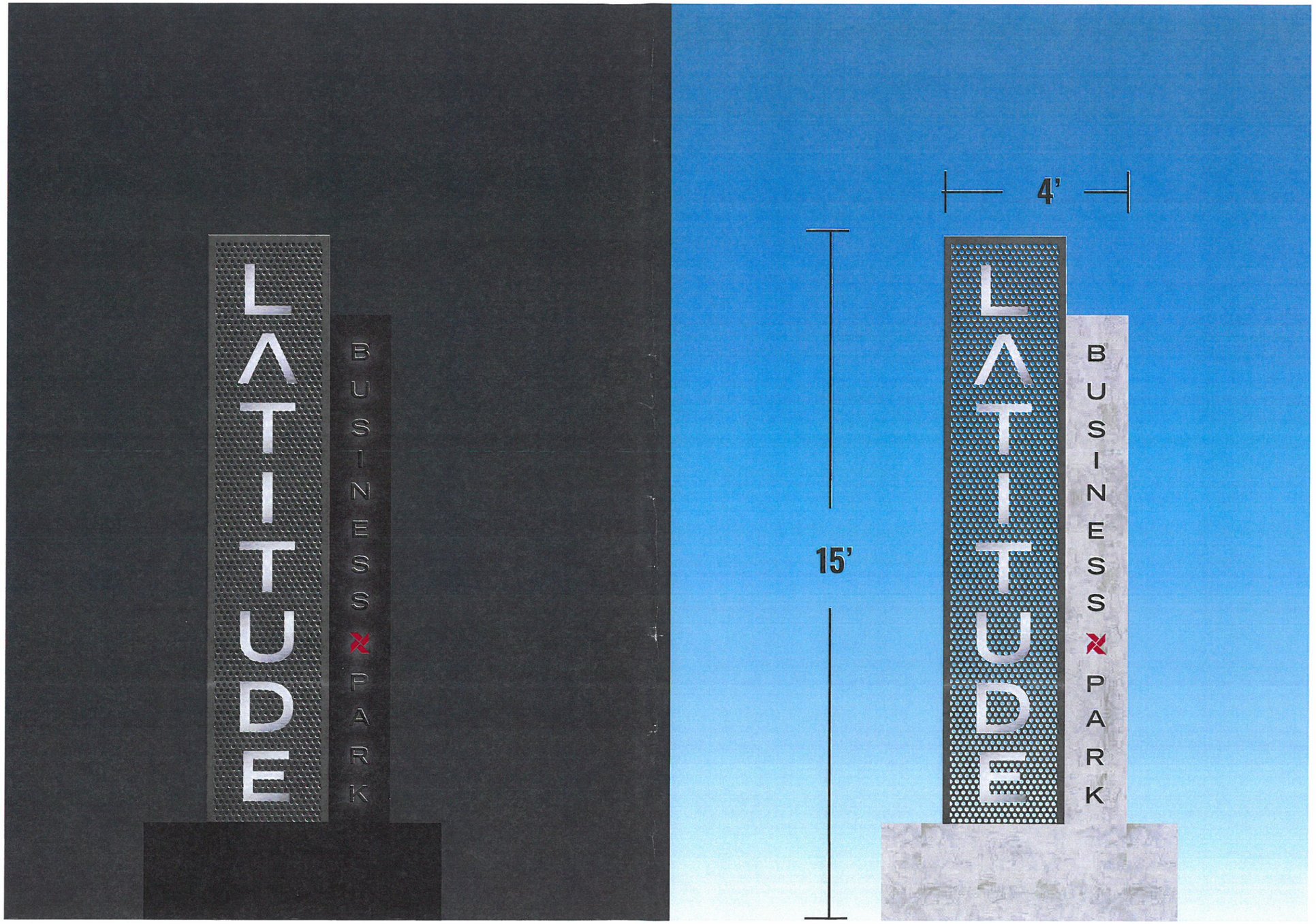
Consultants:

Civil:	LDDC
Structural:	-
Mechanical:	-
Plumbing:	-
Electrical:	-
Landscape:	-
Fire Protection:	-
Soils Engineer:	-

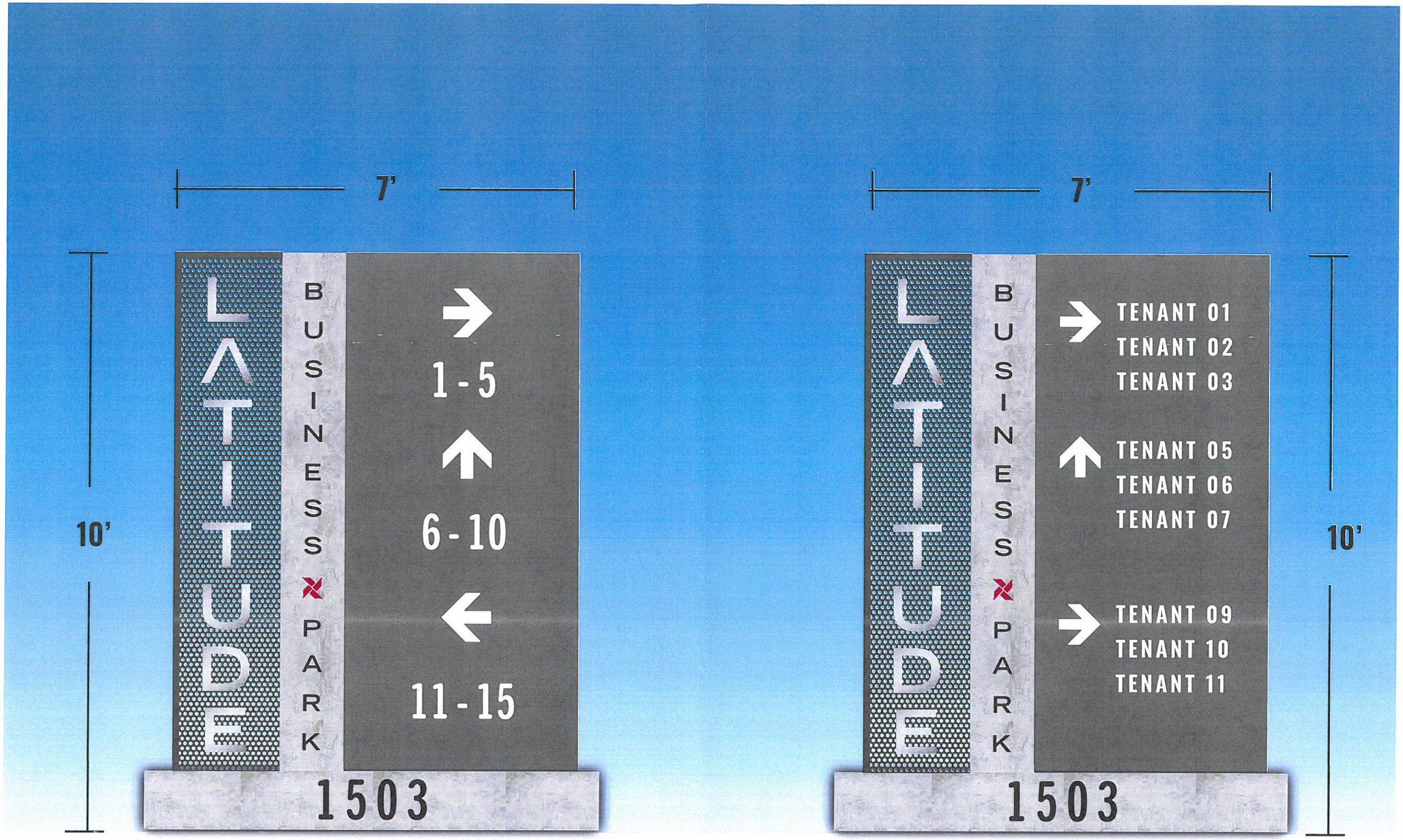
Title:	Master Site Plan
Project Number:	15438
Drawn by:	NP
Date:	01/30/19
Revision:	

Sheet:
DA

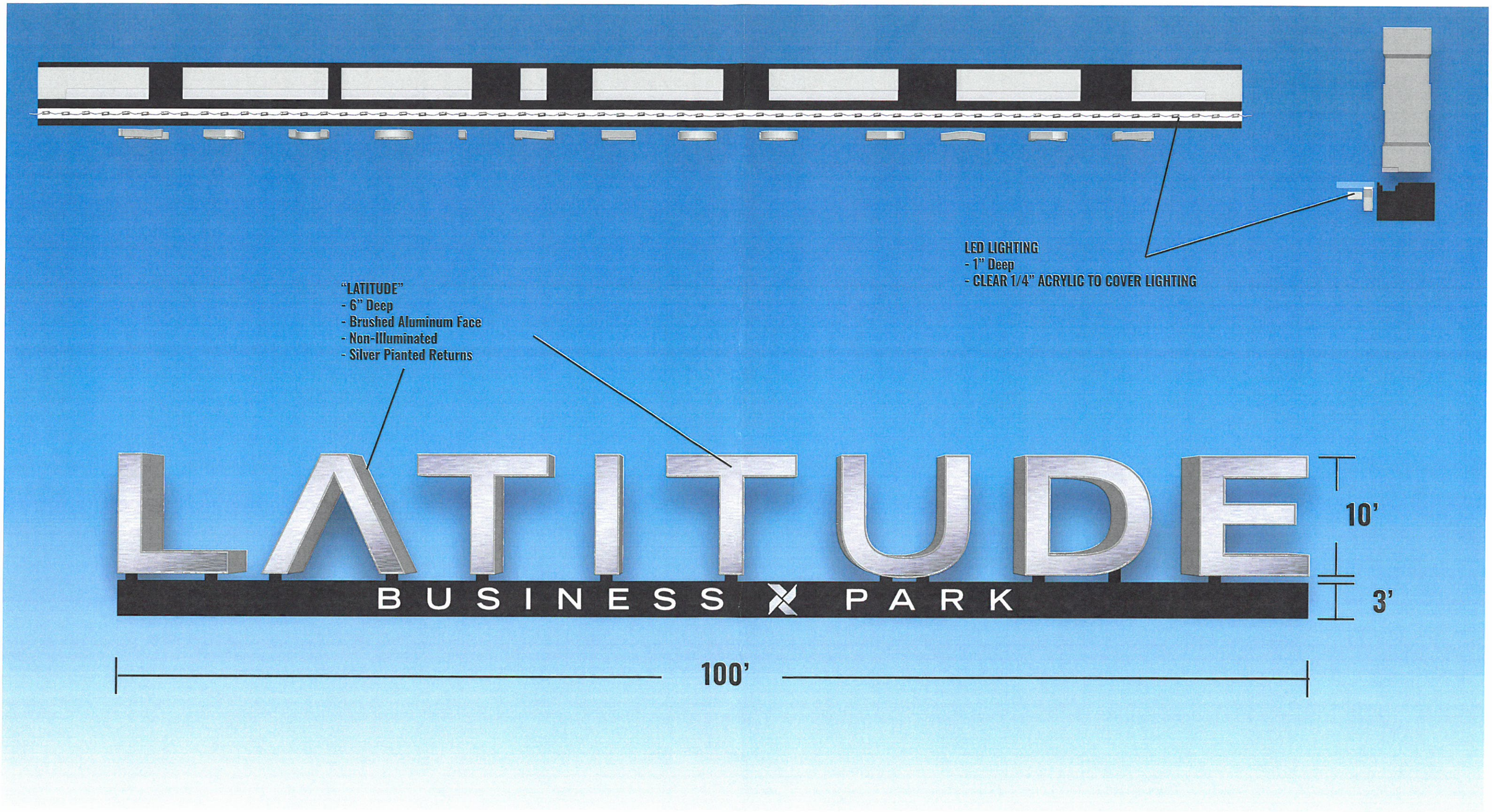
EXHIBIT E



ENTRY MONUMENT #1



DIRECTIONAL #2 - (4) EA.



FREEWAY SIGN #3

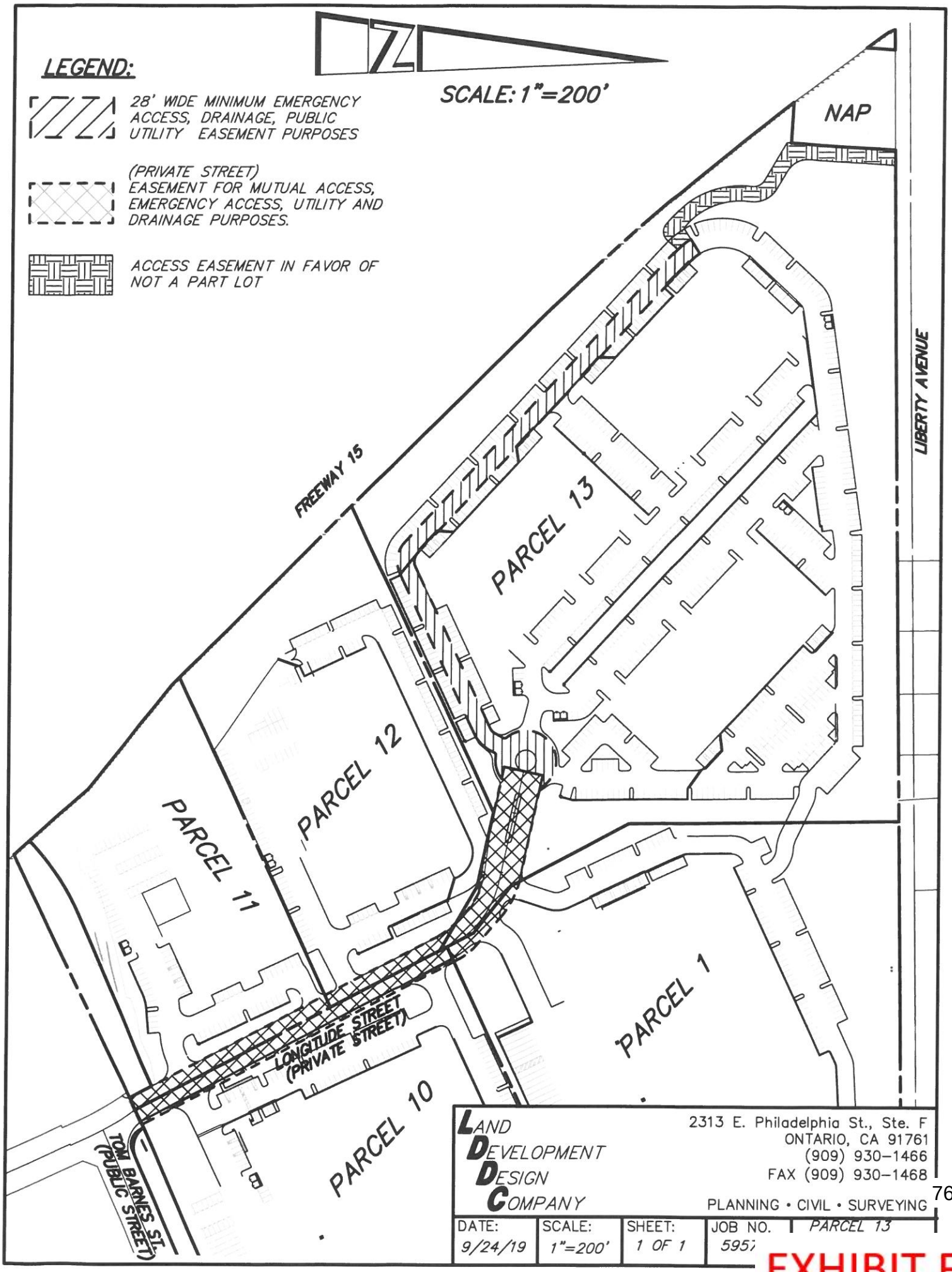
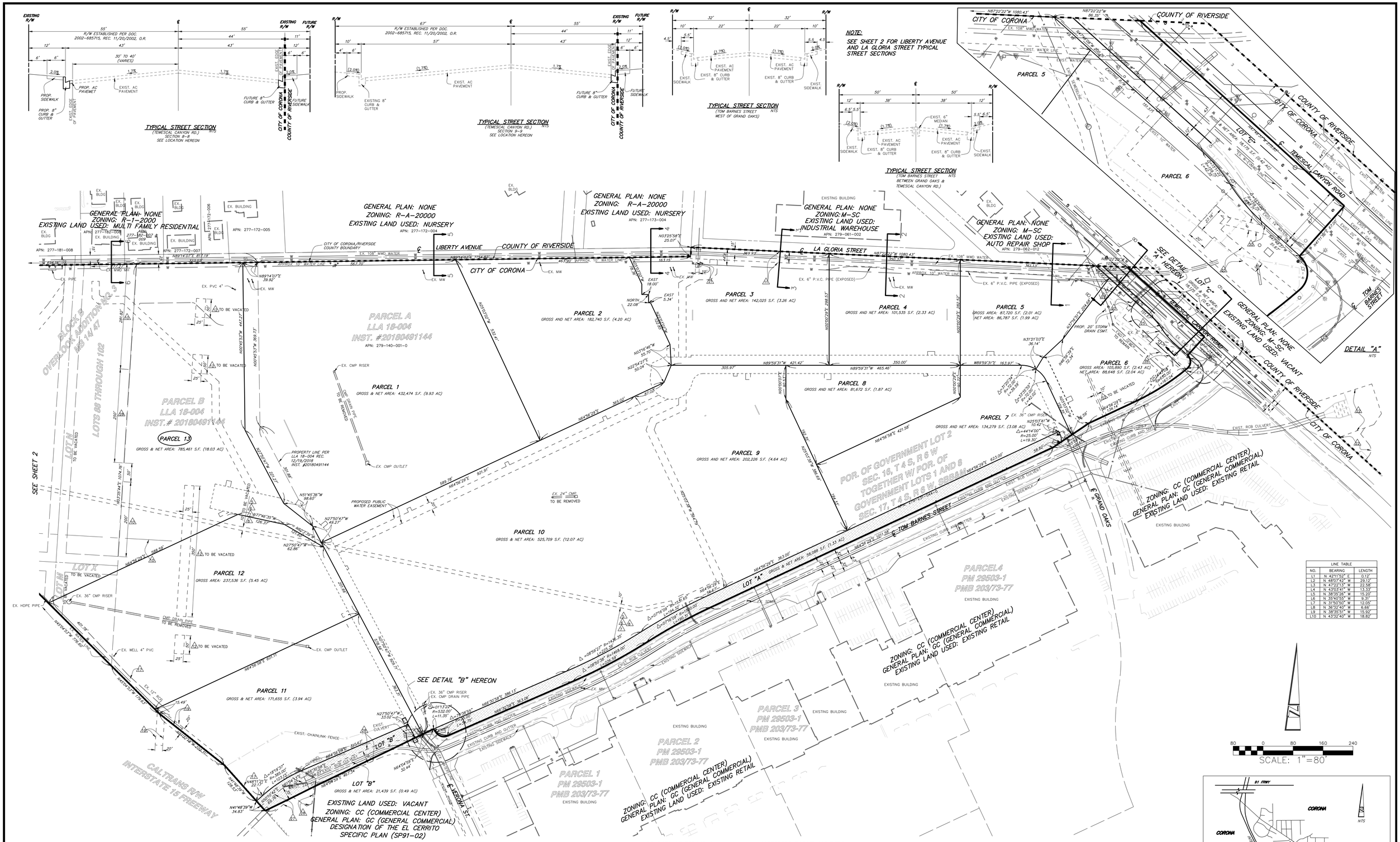
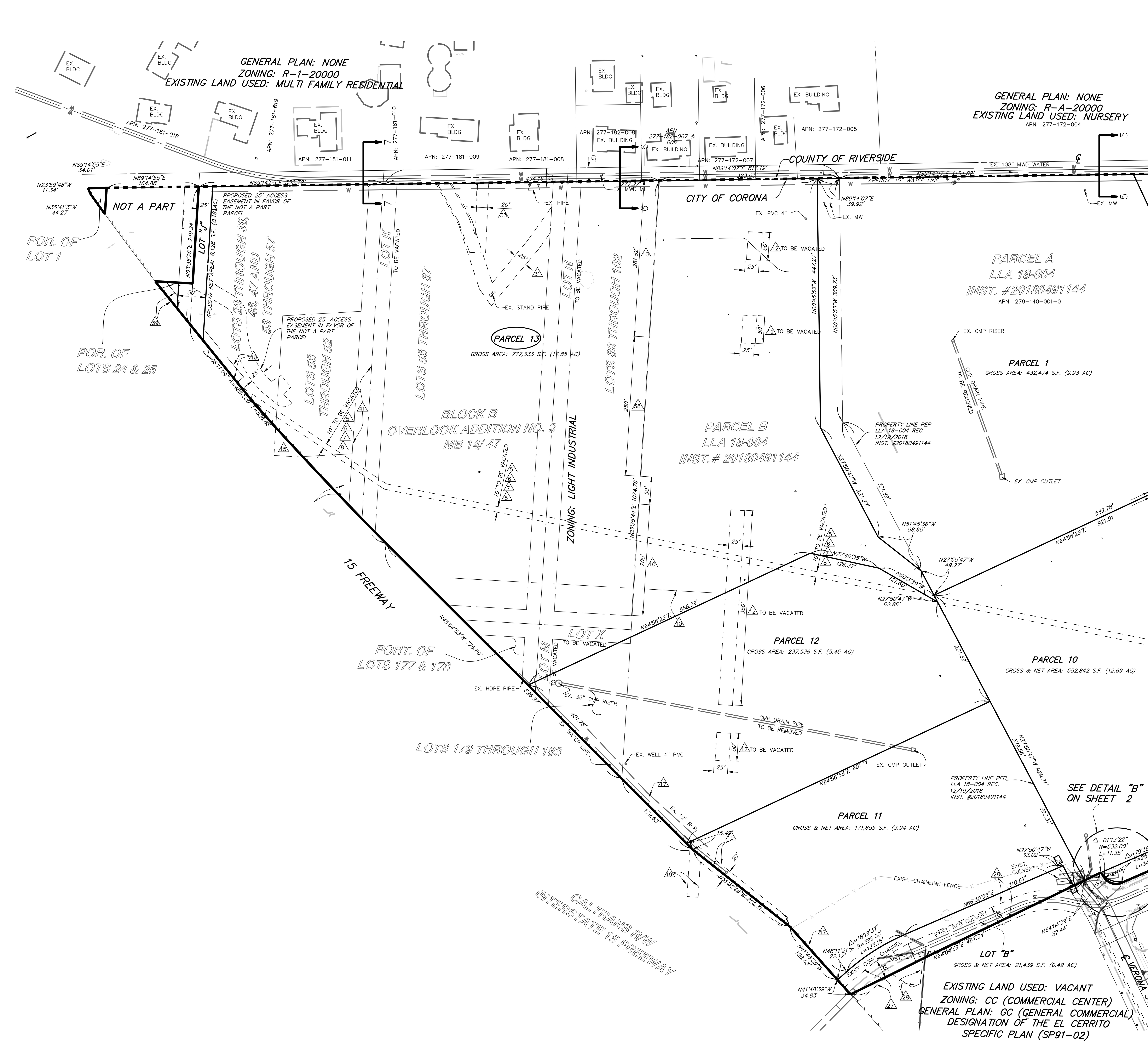
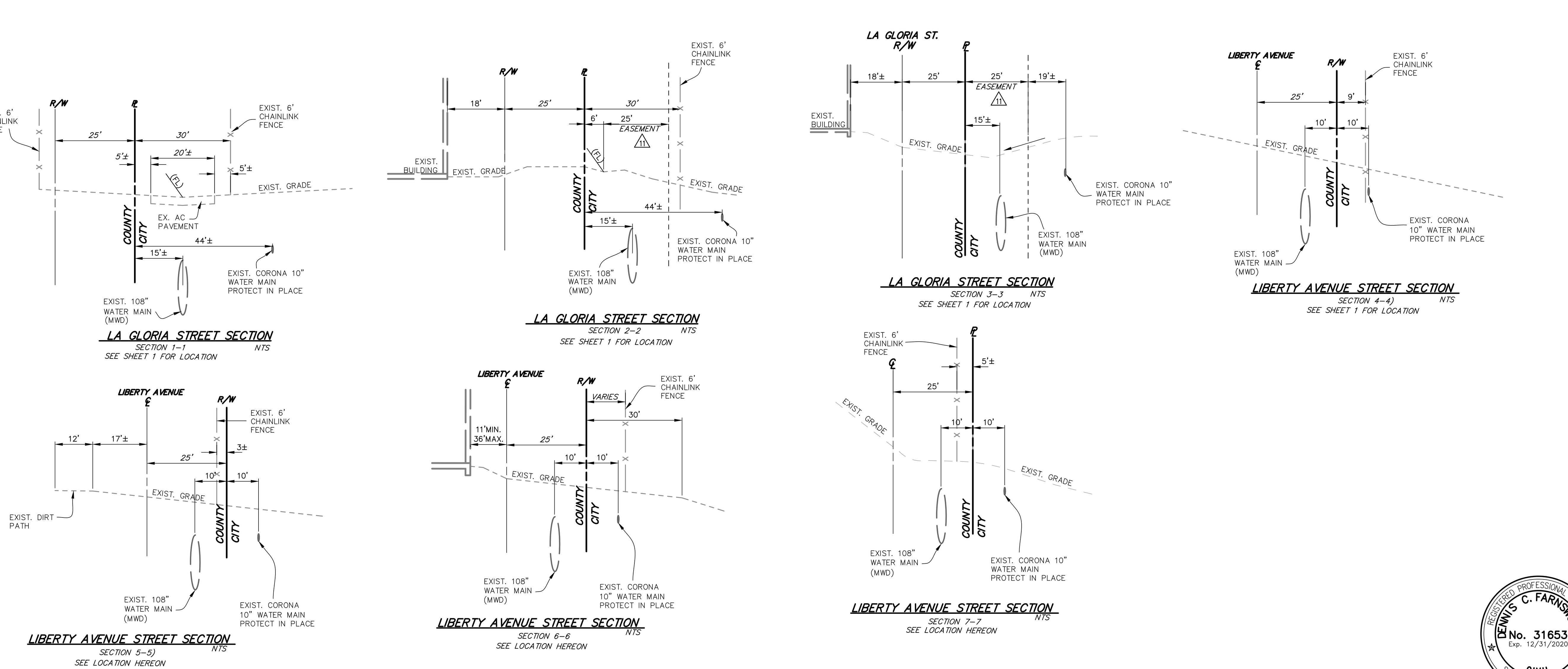

LEGEND:
28' WIDE MINIMUM EMERGENCY ACCESS, DRAINAGE, PUBLIC UTILITY EASEMENT PURPOSES
(PRIVATE STREET) EASEMENT FOR MUTUAL ACCESS, EMERGENCY ACCESS, UTILITY AND DRAINAGE PURPOSES.
ACCESS EASEMENT IN FAVOR OF NOT A PART LOT
SCALE: 1"=200'
NAP
LIBERTY AVENUE
FREEWAY 15
PARCEL 13
PARCEL 12
PARCEL 11
PARCEL 1
PARCEL 10
LONGITUDE STREET (PRIVATE STREET)
TOM BARNES ST. (PUBLIC STREET)
LAND DEVELOPMENT DESIGN COMPANY
2313 E. Philadelphia St., Ste. F
ONTARIO, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING • CIVIL • SURVEYING
DATE: 9/24/19
SCALE: 1"=200'
SHEET: 1 OF 1
JOB NO. 5957
PARCEL 13

EXHIBIT F



LINE TABLE		
NO.	BEARING	LENGTH
L1	N 42°11'52" E	0.12'
L2	N 48°07'43" W	29.12'
L3	N 47°22'13" W	22.58'
L4	N 43°03'41" W	13.33'
L5	N 38°35'28" W	15.20'
L6	N 35°40'55" W	9.31'
L7	N 31°50'50" W	12.05'
L8	N 36°32'40" W	6.66'
L9	N 38°35'51" W	15.92'
L10	N 43°32'40" W	18.82'





LEGAL DESCRIPTION:

PARCEL 1: ASSESSOR'S PARCEL NO. 279-123-001-7; 279-123-002-8; 279-123-003-9

LOTS 88 THROUGH 102, INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM LOTS 93 THROUGH 97, INCLUSIVE ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY ANNA M. WATTS, IN DEED RECORDED JULY 23, 1965, AS DOCUMENT NO. 85253 OF OFFICIAL RECORDS.

PARCEL 2: ASSESSOR'S PARCEL NO. 279-134-002-2; 279-134-003-3; 279-134-004-4

LOTS 179 THROUGH 183, INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

EXCEPT THAT PORTION OF SAID LOTS 181, 182 AND 183 DESCRIBED IN DEEDS TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306 AND AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM SAID LOTS 182 AND 183 ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY CURTIS A. CHANCE, JR., ET AL., IN DEED RECORDED AUGUST 16, 1963, AS DOCUMENT NO. 86205 OF OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM SAID LOTS 179 AND 180 ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY JAMES BRADY, ET UX., IN DEED RECORDED FEBRUARY 29, 1968, AS DOCUMENT NO. 18345 OF OFFICIAL RECORDS.

PARCEL 3: OMITTED

PARCEL 4: ASSESSOR'S PARCEL NO. 279-122-001-4; 279-122-002-5; 279-122-003-6; 279-122-004-7

LOTS 58 THROUGH 87 INCLUSIVE IN BLOCK B OF THE OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

ALSO EXCEPT LOTS 61, 65, 66, 67, 68, 69, 76, 77, 78, 79 AND 80 HEREINABOVE ALL OIL, GAS OR OTHER HYDROCARBON SUBSTANCES, AS RESERVED IN DEED RECORDED MARCH 29, 1963, AS DOCUMENT NO. 30796; AND JULY 7, 1965, AS DOCUMENT NO. 78159 BOTH OF OFFICIAL RECORDS.

PARCEL 5: OMITTED

PARCEL 6: ASSESSOR'S PARCEL NO. 279-121-005-5

LOTS 48, 49, 50, 51 AND 52 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF LOTS 48 AND 49 GRANTED TO THE STATE OF CALIFORNIA FOR FREEWAY PURPOSES, BY DEED RECORDED JANUARY 21, 1965, AS DOCUMENT NO. 7577 OF OFFICIAL RECORDS.

PARCEL 7: ASSESSOR'S PARCEL NO. 279-125-003-5; 279-125-004-6

LOTS 1, 24 AND 25 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS.

PARCEL 8: ASSESSOR'S PARCEL NO. 279-121-004-4-; 279-121-006-6

LOTS 29 THROUGH 36 INCLUSIVE; LOTS 46, 47 AND 53 THROUGH 57 INCLUSIVE IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION DESCRIBED IN DEED TO THE STATE OF CALIFORNIA FOR HIGHWAY PURPOSES, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306; AND AS DOCUMENT NO. 40307 BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED IN DEED RECORDED FEBRUARY 26, 1964, AS DOCUMENT NO. 24113 OF OFFICIAL RECORDS.

PARCEL 9: ASSESSOR'S PARCEL NO. 279-134-001-0

LOT 177 AND 178 IN BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

EXCEPT THAT PORTION OF SAID LOTS 177 AND 178 AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40306; AND AS DOCUMENT NO. 40307 BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT FROM SAID LAND ALL OIL, GAS AND HYDROCARBON SUBSTANCES, AS RESERVED BY DR. DAVID F. HYDER IN DEED RECORDED APRIL 17, 1963, AS DOCUMENT NO. 38523 OF OFFICIAL RECORDS.

PARCEL 10:

THOSE PORTIONS OF LOTS J, K, M, N AND X, BLOCK B OF OVERLOOK ADDITION NO.3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING NORTHEASTERLY OF THE STATE HIGHWAY SOUTHERLY OF LOT W OF SAID MAP; AND WESTERLY OF THE WESTERLY BOUNDARY OF TRACT NO. 3333-4, RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF THE WESTERLY ONE HALF OF LOT J LYING NORTHERLY OF THE EASTERLY PROLONGATION OF SOUTHERLY BOUNDARY OF LOT 26 OF BLOCK B OF SAID TRACT.

PARCEL 11:

THAT PORTION OF LOT W LYING ADJACENT TO BLOCK A AND B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE EASTERLY BOUNDARY OF PARCEL B, AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED APRIL 8, 1965, AS DOCUMENT NO. 40307 OF OFFICIAL RECORDS

EXCEPT THEREFROM THAT PORTION OF LOT W, BLOCK B OF OVERLOOK ADDITION NO. 3 TO CORONA, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE WESTERLY BOUNDARY OF SAID LOT 28 OF BLOCK B; AND THE NORTHERLY PROLONGATION OF THE CENTER LINE OF SAID LOT J OF BLOCK B.

PARCEL A: ASSESSOR'S PARCEL NO. 279-140-001-0

PARCEL A OF LOT LINE ADJUSTMENT NO. 18-004, AS EVIDENCED BY DOCUMENT RECORDED DECEMBER 19, 2018 AS INSTRUMENT NO. 20180491144 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF TRACT 3333-R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, AND A PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN BEING SHOWN AND DESCRIBED AS PARCEL 3 ON THE LOT LINE ADJUSTMENT NO. LLA 02-005, RECORDED JULY 1, 2002 AS INSTRUMENT NO. 2002-362678 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH 03°25'58" WEST ALONG THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, A DISTANCE OF 25.07 FEET TO A POINT LYING ON THE SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY, SOUTH 89°14'07" WEST, A DISTANCE OF 1154.82 FEET TO THE TRUE POINT OF BEGIINNING;

THENCE SOUTHERLY, LEAVING SAID SOUTHERLY RIGHT OF WAY, SOUTH 00°45'53" EAST, A DISTANCE OF 437.55 FEET;

THENCE SOUTH 27°50'47" EAST, A DISTANCE OF 929.71 FEET TO A POINT LYING ON THE NORTHERLY RIGHT OF WAY LINE OF LOT "A" OF PARCEL MAP NO. 29503-1, FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY AND ALONG THE NORTHERLY LINE OF PARCEL 2 OF SAID LOT LINE ADJUSTMENT NO. 02-005, SOUTH 64°04'59" WEST, A DISTANCE OF 467.34 FEET TO THE NORTHERLY RIGHT OF WAY OF ROUTE 15 AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHWESTERLY ALONG SAID NORTHERLY RIGHT OF WAY OF ROUTE 15, NORTH 41°48'39" WEST, A DISTANCE OF 163.36 FEET;

THENCE NORTH 51°32'18" WEST, A DISTANCE OF 222.31 FEET;

THENCE NORTH 45°04'53" WEST, A DISTANCE OF 179.63 FEET TO A POINT LYING ON THE WEST LINE OF SAID TRACT 3333-R AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHERLY ALONG SAID WEST LINE, NORTH 03°35'44" EAST, A DISTANCE OF 1074.76 FEET TO SAID SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT OF WAY, NORTH 89°14'07" EAST, A DISTANCE OF 323.04 FEET TO SAID TRUE POINT OF BEGINNING.

EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES:

LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JUNE 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS.

LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS.

LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS.

LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS.

LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS.

LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS.

LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS.

LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS.

LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS.

LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS.

LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL O. DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS.

PARCEL 1A:

AN EASEMENT FOR DISCHARGE, FLOW, DRAINAGE AND RELEASE OF SURFACE, STORM, GROUND, STREAM, WATERCOURSE AND OTHER WATERS, AS CONTAINED IN THAT CERTAIN EASEMENT AGREEMENT, RECORDED APRIL 9, 2003, AS DOCUMENT NO. 2003-248444 OF OFFICIAL RECORDS.

PARCEL B: ASSESSOR'S PARCEL NO. 279-140-007-6; 279-231-044-0

PARCEL B AS SHOWN ON LOT LINE ADJUSTMENT NO. 18-004, AS EVIDENCED BY DOCUMENT RECORDED DECEMBER 19, 2018 AS INSTRUMENT NO. 20180491144 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF TRACT 3333-R, IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 55, PAGE 96 AND 97 OF MAPS, AND A PORTION OF GOVERNMENT LOT 2 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 6 WEST, TOGETHER WITH THOSE PORTIONS OF GOVERNMENT LOTS 1 AND 8 OF SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN BEING SHOWN AND DESCRIBED AS PARCEL 3 ON THE LOT LINE ADJUSTMENT NO. LLA 02-005, RECORDED JULY 1, 2002 AS INSTRUMENT NO. 2002-362678 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 16, AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 106, PAGE 61 THROUGH 68 INCLUSIVE OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID SECTION 16, SOUTH 87°22'22" EAST, A DISTANCE OF 1103.98 FEET TO THE SOUTHWESTERLY RIGHT OF WAY OF TEMESCAL CANYON ROAD, 80.00 FEET IN WIDTH, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY RIGHT OF WAY, SOUTH 47°48'37" EAST, A DISTANCE OF 324.27 FEET TO THE MOST NORTHERLY CORNER OF LOT A OF PARCEL MAP NO. 29503-1, FILED IN BOOK 203, PAGE 73 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE WESTERLY ALONG THE NORTHERLY RIGHT OF WAY OF SAID LOT A, SOUTH 42°11'23" WEST, A DISTANCE OF 27.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE WESTERLY AND HAVING A RADIUS OF 23.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 42°11'23" WEST;

THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 98°01'38", AN ARC DISTANCE OF 39.35 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 650.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 39°46'59" EAST;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°43'27", AN ARC DISTANCE OF 167.04 FEET TO THE BEGINNING OF A TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID TANGENT LINE, SOUTH 64°56'29" WEST, A DISTANCE OF 134.14 FEET; THENCE SOUTH 55°58'07" WEST, A DISTANCE OF 115.41 FEET;

THENCE SOUTH 64°56'29" WEST, A DISTANCE OF 1011.58 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1500.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°16'09", AN ARC DISTANCE OF 190.30 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHWESTERLY AND HAVING A RADIUS 1468.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 32°19'40" EAST;

THENCE SOUTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°50'38", AN ARC DISTANCE OF 226.59 FEET TO THE BEGINNING OF A TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID TANGENT LINE, SOUTH 66°30'58" WEST, A DISTANCE OF 363.06 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY, WESTERLY AND NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 79°38'55", AN ARC DISTANCE OF 34.75 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 532.00 FEET, A RADIAL BEARING TO SAID POINT BEARS SOUTH 56°09'53" WEST;

THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°13'24", AN ARC DISTANCE OF 11.36 FEET TO THE BEGINNING OF A NON-TANGENT LINE;

THENCE SOUTHWESTERLY ALONG SAID NON-TANGENT LINE, SOUTH 64°04'59" WEST, A DISTANCE OF 32.44 FEET; THENCE NORTHWESTERLY, LEAVING SAID NORTHERLY LINE OF LOT A, NORTH 27°50'47" WEST, A DISTANCE OF 929.71 FEET;

THENCE NORTH 00°45'53" WEST, A DISTANCE OF 437.55 FEET TO A POINT LYING ON THE SOUTHERLY RIGHT OF WAY OF LIBERTY AVENUE AS SHOWN ON SAID RECORD OF SURVEY;

THENCE EASTERLY ALONG SAID RIGHT OF WAY, NORTH 89°14'07" EAST, A DISTANCE OF 1477.86 FEET TO A POINT LYING ON THE COMPROMISE LINE BETWEEN SECTION 16 AND SECTION 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE NORTHERLY ALONG SAID COMPROMISE LINE, NORTH 03°25'58" EAST, A DISTANCE OF 25.07 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THE FOLLOWING LOTS IN BLOCK A OF OVERLOOK ADDITION NO. 3 TO CORONA, AS PER MAP RECORDED IN BOOK 14, PAGE 47 THROUGH 49 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES:

LOTS 23 AND 24 AS RESERVED BY OSCAR PULLMAN, ET UX., IN DEED RECORDED JUNE 21, 1960, AS DOCUMENT NO. 64521 OF OFFICIAL RECORDS.

LOTS 1 AND 2 AS RESERVED BY RALPH J. KNOX, ET UX., IN DEED RECORDED AUGUST 3, 1960, AS DOCUMENT NO. 68191 OF OFFICIAL RECORDS.

LOTS 20, 21 AND 22 AS RESERVED BY JOSEPH STOMMEL, ET UX., IN DEED RECORDED AUGUST 26, 1960, AS DOCUMENT NO. 75331 OF OFFICIAL RECORDS.

LOTS 27 AND 28 AS RESERVED BY GERTRUDE ARNOLD, IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88839 OF OFFICIAL RECORDS.

LOTS 100, 107 AND 132 AS RESERVED BY B. EVERETT GOBLE, ET UX., IN DEED RECORDED OCTOBER 14, 1960, AS DOCUMENT NO. 88838 OF OFFICIAL RECORDS.

LOTS 119, 120 AND 121 AS RESERVED BY GUILLERMO ANTONIO GANEY, JR., ET AL., IN DEED RECORDED JANUARY 3, 1961, AS DOCUMENT NO. 64 OF OFFICIAL RECORDS

LOT 114 AS RESERVED BY VIVIAN W. SCHROEDER, IN DEED RECORDED SEPTEMBER 13, 1961, AS DOCUMENT NO. 78330 OF OFFICIAL RECORDS.

LOTS 25 AND 26 AS RESERVED BY ALAN L. ALEXANDER, ET UX., IN DEED RECORDED AUGUST 10, 1962, AS DOCUMENT NO. 75196 OF OFFICIAL RECORDS.

LOT 41 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED SEPTEMBER 17, 1964, AS DOCUMENT NO. 113358 OF OFFICIAL RECORDS.

LOTS 39 AND 40 AS RESERVED BY ANDREW SURINA, ET UX., IN DEED RECORDED OCTOBER 2, 1964, AS DOCUMENT NO. 119820 OF OFFICIAL RECORDS.

LOT 92 AS RESERVED BY KENNETH C. METHERELL, ET UX., IN DEED RECORDED DECEMBER 30, 1964, AS DOCUMENT NO. 154561 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 48 AND 49 ALL OF THE OIL RIGHTS AS RESERVED BY LURA M. WELLS, IN DEED RECORDED SEPTEMBER 6, 1955, AS DOCUMENT NO. 57574 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 124 AND 125 ALL OIL AND GAS RIGHTS, AS RESERVED BY MITCHELL O. DION, ET UX., IN DEED RECORDED FEBRUARY 3, 1958, AS DOCUMENT NO. 7908 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 122 GAS AND OIL RIGHTS, AS RESERVED BY FRANK N. CAMP, ET UX., IN DEED RECORDED FEBRUARY 17, 1958, AS DOCUMENT NO. 11756 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOTS 4, 5 AND 44 1/8TH OF ALL OIL OR PETROLEUM PRODUCTS EXTRACTED FROM UNDER SAID LAND, AS RESERVED BY HANSEN HEIGHTS LAND CO., INC., IN DEED RECORDED APRIL 26, 1962, AS DOCUMENT NO. 38358 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 5/6THS OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE WILLIAM MARSHALL, ET AL., IN DEED RECORDED AUGUST 9, 1963, AS DOCUMENT NO. 83604 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM LOT 88 AN UNDIVIDED 1/6TH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY THEODORE W. MARSHALL, AS GUARDIAN OF THE PERSON AND ESTATE OF JOHN E. MARSHALL, INCOMPETENT, IN DEED RECORDED SEPTEMBER 16, 1963, AS DOCUMENT NO. 97170 OF OFFICIAL RECORDS.

ITEMS SHOWN HEREON WERE TAKEN FROM THE TITLE REPORT BY FIRST AMERICAN TITLE INSURANCE COMPANY ORDER NO. NCS-914047-ONT-1 DATED, JULY 2, 2018.

1 GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019, A LIEN NOT YET DUE OR PAYABLE.

2 THE LIEN OF SPECIAL TAX ASSESSED PURSUANT TO CHAPTER 2.5 COMMENCING WITH SECTION 53311 OF THE CALIFORNIA GOVERNMENT CODE FOR COMMUNITY FACILITIES DISTRICT NO. 2002-3, AS DISCLOSED BY NOTICE OF SPECIAL TAX LIEN RECORDED MARCH 04, 2003 AS INSTRUMENT NO. 151147 OF OFFICIAL RECORDS.

3 THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

4 AN EASEMENT FOR IRRIGATING DITCHES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 26, 1895 IN BOOK 28 OF DEEDS, PAGE 385. (NOT PLOTTABLE)

IN FAVOR OF: TEMESCAL WATER COMPANY, A CORPORATION DULY ORGANIZED AND EXITING UNDER THE LAWS OF THE STATE OF CALIFORNIA

5 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 27, 1915 IN BOOK 406 OF DEEDS, PAGE 110. IN FAVOR OF: JOHN H. FLAGLER AFFECTS: AS DESCRIBED THEREIN

6 AN EASEMENT FOR PIPE LINE AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 1924 IN BOOK 617 OF DEEDS, PAGE 127.

IN FAVOR OF: EL CERRITO RANCH COMPANY, A CORPORATION

7 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 09, 1924 IN BOOK 618 OF DEEDS, PAGE 357.

IN FAVOR OF: JOHN H. FLAGLER AFFECTS: AS DESCRIBED THEREIN

8 AN EASEMENT FOR PIPES, DITCHES AND FLUMES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 06, 1924 IN BOOK 622 OF DEEDS, PAGE 234.

IN FAVOR OF: TEMESCAL WATER COMPANY, A CORPORATION

9 AN EASEMENT FOR LAYING AND MAINTAINING A PIPE LINE, FOR CONVEYING IRRIGATION WATERS AND INCIDENTAL PURPOSES, RECORDED AUGUST 15, 1930 AS INSTRUMENT NO. 1026 OF OFFICIAL RECORDS. (NOT PLATTABLE)

IN FAVOR OF: FRANCIS A. STEARNS

10 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 16, 1954 AS INSTRUMENT NO. 7696 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY

11 AN EASEMENT FOR PIPELINES, INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 29, 1954 AS BOOK 1647, PAGE 367 OF OFFICIAL RECORDS.

IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION

12 AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED JULY 22, 1960 AS INSTRUMENT NO. 64926 OF OFFICIAL RECORDS.

IN FAVOR OF: BEDFORD HEIGHTS MUTUAL WATER COMPANY, INC., ITS SUCCESSORS AND ASSIGNS

13 AN EASEMENT FOR NOT DISCLOSED AND INCIDENTAL PURPOSES, RECORDED JANUARY 10, 1964 AS INSTRUMENT NO. 3829 OF OFFICIAL RECORDS. (NOT PLOTTABLE)

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY

14 AN EASEMENT FOR RIGHTS OF WAY AND INCIDENTAL PURPOSES, RECORDED JULY 07, 1964 AS INSTRUMENT NO. 83035 OF OFFICIAL RECORDS. (NOT PLOTTABLE, WITHIN R/W)

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF STATE OF CALIFORNIA

15 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED JANUARY 21, 1965 AS INSTRUMENT NO. 7577 OF OFFICIAL RECORDS.

16 A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY, ROADWAY OR TRANSIT FACILITY AS CONTAINED IN THE DOCUMENT RECORDED JANUARY 21, 1965 AS INSTRUMENT NO. 7577 OF OFFICIAL RECORDS.

17 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MARCH 16, 1965 AS INSTRUMENT NOS. 29684 AND 29685 AND RECORDED APRIL 8, 1965 AS INSTRUMENT NOS. 40306 AND 40307, ALL OF OFFICIAL RECORD

18 A WAIVER OF ANY CLAIMS FOR DAMAGES BY REASON OF THE LOCATION, CONSTRUCTION, LANDSCAPING OR MAINTENANCE OF A CONTIGUOUS FREEWAY, HIGHWAY, ROADWAY OR TRANSIT FACILITY AS CONTAINED IN THE DOCUMENT RECORDED MARCH 16, 1965 AS INSTRUMENT NOS. 29684 AND 29685 AND RECORDED APRIL 8, 1965 AS INSTRUMENT NOS. 40306 AND 40307, ALL OF OFFICIAL RECORDS.

19 19. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MAY 24, 1965 AS INSTRUMENT NO. 59442 OF OFFICIAL RECORDS.

IN FAVOR OF: BEDFORD HEIGHTS MUTUAL WATER COMPANY, A CORPORATION AND ROBERT A. MCMILLAN AND HAROLD C. MCMILLAN

20 AN EASEMENT FOR WATER UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 26, 1969 AS INSTRUMENT NO. 121987 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF THE STATE OF CALIFORNIA

21 AN EASEMENT FOR WATER UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 26, 1969 AS INSTRUMENT NO. 121991 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION AND A POLITICAL SUBDIVISION OF THE STATE OF CALIFORNIA

22 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 02, 1987 AS INSTRUMENT NO. 190491 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS

23 AN EASEMENT FOR UNDERGROUND WATER LINE AND INCIDENTAL PURPOSES, RECORDED JANUARY 25, 1988 AS INSTRUMENT NO. 19356 OF OFFICIAL RECORDS.

IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION

24 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 106, PAGE 61 OF RECORD OF SURVEYS.

25 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 05, 2000 AS INSTRUMENT NO. 2000-483385 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS AFFECTS:

DOCUMENT RE-RECORDED SEPTEMBER 12, 2002 AS INSTRUMENT NO. 2002-507538 OF OFFICIAL RECORDS.

26 THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FEE AND INFRASTRUCTURE AGREEMENT" RECORDED JANUARY 23, 2002 AS INSTRUMENT NO. 2002-40168 OF OFFICIAL RECORDS.

27 AN OFFER OF DEDICATION FOR STORM DRAIN FACILITIES AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 2002 AS INSTRUMENT NO. 2002-531787 OF OFFICIAL RECORDS.

TO: CITY OF CORONA SAID OFFER WAS ACCEPTED BY CITY OF CORONA RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 24, 2005, AS INSTRUMENT NO. 2005-696645 OF OFFICIAL RECORDS.

28 AN OFFER OF DEDICATION FOR STORM DRAIN FACILITIES AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 25, 2002 AS INSTRUMENT NO. 2002-531788 OF OFFICIAL RECORDS.

TO: CITY OF CORONA SAID OFFER WAS ACCEPTED BY CITY OF CORONA RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 24, 2005, AS INSTRUMENT NO. 2005-696646 OF OFFICIAL RECORDS.

29 AN EASEMENT FOR STREET, STORM DRAIN, WATER, SEWER AND PUBLIC UTILITY FACILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 20, 2002 AS INSTRUMENT NO. 2002-685715 OF OFFICIAL RECORDS. (WITH IN TEMESCAL CANYON RIGHT OF WAY)

IN FAVOR OF: CITY OF CORONA, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS AFFECTS: AS

30 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 15, 2003 AS INSTRUMENT NO. 2003-031273 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS

31 AN EASEMENT FOR ACCESS ROAD AND PIPELINE FOR WATER AND INCIDENTAL PURPOSES, RECORDED JANUARY 17, 2003 AS INSTRUMENT NO. 2003-038210 OF OFFICIAL RECORDS. (LOCATED OUTSIDE THE PARCEL BOUNDARY)

IN FAVOR OF: ELSINORE VALLEY MUNICIPAL WATER DISTRICT, A PUBLIC AGENCY

32 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 09, 2003 AS INSTRUMENT NO. 2003-248444 OF OFFICIAL RECORDS.

33 AN EASEMENT FOR PIPELINES AND ACCESS ROAD AND INCIDENTAL PURPOSES, RECORDED JULY 30, 2009 AS INSTRUMENT NO. 2009-0397381 OF OFFICIAL RECORDS.

IN FAVOR OF: ELSINORE VALLEY MUNICIPAL WATER DISTRICT, A PUBLIC AGENCY

34 A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF $350,000,000.00 RECORDED AUGUST 30, 2007 AS INSTRUMENT NO. 2007-0556585 OF OFFICIAL RECORDS. DATED: AUGUST 22, 2007 TRUSTOR: GATEWAY BUSINESS PARK, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY TRUSTEE: CHICAGO TITLE COMPANY BENEFICIARY: DEUTSCHE BANK TRUST COMPANY AMERICAS AFFECTS: THE LAND AND OTHER PROPERTY.

THE ABOVE DEED OF TRUST STATES THAT IT SECURES A LINE OF CREDIT. BEFORE THE CLOSE OF ESCROW, WE REQUIRE EVIDENCE SATISFACTORY TO US THAT (A) ALL CHECKS, CREDIT CARDS OR OTHER MEANS OF DRAWING UPON THE LINE OF CREDIT HAVE BEEN SURRENDERED TO ESCROW, (B) THE BORROWER HAS NOT DRAWN UPON THE LINE OF CREDIT SINCE THE LAST TRANSACTION REFLECTED IN THE LENDER'S PAYOFF DEMAND, AND (C) THE BORROWER HAS IN WRITING INSTRUCTED THE BENEFICIARY TO TERMINATE THE LINE OF CREDIT USING SUCH FORMS AND FOLLOWING SUCH PROCEDURES AS MAY BE REQUIRED BY THE BENEFICIARY. A DOCUMENT ENTITLED "ASSIGNMENT OF LEASES AND RENTS" RECORDED AUGUST 30, 2007 AS INSTRUMENT NO. 2007-0556586 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST. A DOCUMENT RECORDED AUGUST 24, 2009 AS INSTRUMENT NO. 2009-0320584 OF OFFICIAL RECORDS PROVIDES THAT THE DEED OF TRUST OR THE OBLIGATION SECURED THEREBY HAS BEEN MODIFIED. A DOCUMENT RECORDED AUGUST 25, 2010 AS INSTRUMENT NO. 2010-0405718 OF OFFICIAL RECORDS PROVIDES THAT THE DEED OF TRUST OR THE OBLIGATION SECURED THEREBY HAS BEEN MODIFIED.

35 AN EASEMENT FOR ELECTRIC UTILITY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 31, 2009 AS INSTRUMENT NO. 2009-0672857 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF CORONA, CALIFORNIA, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS

36 THE EFFECT OF A MAP PURPORTING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 132, PAGE 6 THROUGH 12 AND IN BOOK 136, PAGE 28 THROUGH 44 OF RECORD OF SURVEYS.

37 A DEED OF TRUST TO SECURE THE PERFORMANCE OF AN AGREEMENT OR OTHER OBLIGATION, RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. 2012-0633915 OF OFFICIAL RECORDS. DATED: DECEMBER 19, 2012 TRUSTOR: GATEWAY BUSINESS PARK, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY TRUSTEE: AMERICAN SECURITIES COMPANY, A CALIFORNIA CORPORATION BENEFICIARY: WELLS FARGO BANK, NATIONAL ASSOCIATION, A ADMINISTRATIVE AGENT, AND ITS SUCCESSORS OR ASSIGNS AFFECTS: THE LAND AND OTHER PROPERTY. THE ABOVE DEED OF TRUST STATES THAT IT SECURES A LINE OF CREDIT. BEFORE THE CLOSE OF ESCROW, WE REQUIRE EVIDENCE SATISFACTORY TO US THAT (A) ALL CHECKS, CREDIT CARDS OR OTHER MEANS OF DRAWING UPON THE LINE OF CREDIT HAVE BEEN SURRENDERED TO ESCROW, (B) THE BORROWER HAS NOT DRAWN UPON THE LINE OF CREDIT SINCE THE LAST TRANSACTION REFLECTED IN THE LENDER'S PAYOFF DEMAND, AND (C) THE BORROWER HAS IN WRITING INSTRUCTED THE BENEFICIARY TO TERMINATE THE LINE OF CREDIT USING SUCH FORMS AND FOLLOWING SUCH PROCEDURES AS MAY BE REQUIRED BY THE BENEFICIARY. A DOCUMENT ENTITLED "ASSIGNMENT OF LEASES AND RENTS" RECORDED DECEMBER 28, 2012 AS INSTRUMENT NO. 2012-0633916 OF OFFICIAL RECORDS, AS ADDITIONAL SECURITY FOR THE PAYMENT OF THE INDEBTEDNESS SECURED BY THE DEED OF TRUST. A BENEFICIARY CONSENT FORM EXECUTED BY WELLS FARGO BANK, NATIONAL ASSOCIATION, RECORDED DECEMBER 27, 2013, AS INSTRUMENT NO. 2013-596941 OF OFFICIAL RECORDS. A DOCUMENT RECORDED JANUARY 30, 2017 AS INSTRUMENT NO. 2017-0037809 OF OFFICIAL RECORDS PROVIDES THAT WELLS FARGO BANK, NATIONAL ASSOCIATION WAS SUBSTITUTED AS TRUSTEE UNDER THE DEED OF TRUST. THE EFFECT OF A DOCUMENT ENTITLED "SUBSTITUTION OF TRUSTEE AND FULL RECONVEYANCE", RECORDED JANUARY 30, 2017 AS INSTRUMENT NO. 2017-0037809 OF OFFICIAL RECORDS.

38 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 7, 1954 PER IN BOOK 1541, PAGE 143 OF OFFICIAL RECORDS.

IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY

NOT ON TITLE REPORT.

39 EASEMENT FOR WATER PIPELINES PURPOSE RECORDED APRIL 8, 1965 AS DOCUMENT NO. 40310 OF OFFICIAL RECORDS.

IN FAVOR OF: TEMESCAL WATER COMPANY

40 EASEMENT FOR WATER PIPELINES PURPOSE RECORDED APRIL 8, 1965 AS DOCUMENT NO. 4031 OF OFFICIAL RECORDS.

IN FAVOR OF: TEMESCAL WATER COMPANY

41 EASEMENT PUBLIC UTILITIES AND INCIDENTAL PURPOSE RECORDED APRIL 14, 1978 AS DOCUMENT NO. 72052 OF OFFICIAL RECORDS.

IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY

DPR2018-0015 AND DPR 2018-0016

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

REGISTERED PROFESSIONAL ENGINEER — DENNIS C. FARNSWORTH — No. 31653 — Exp. 12/31/2020 — CIVIL — STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/6/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH 9/19/19
R.C.E. 31653 LIC. EXP. 12/31/20 DATE
APPROVED BY:
DATE

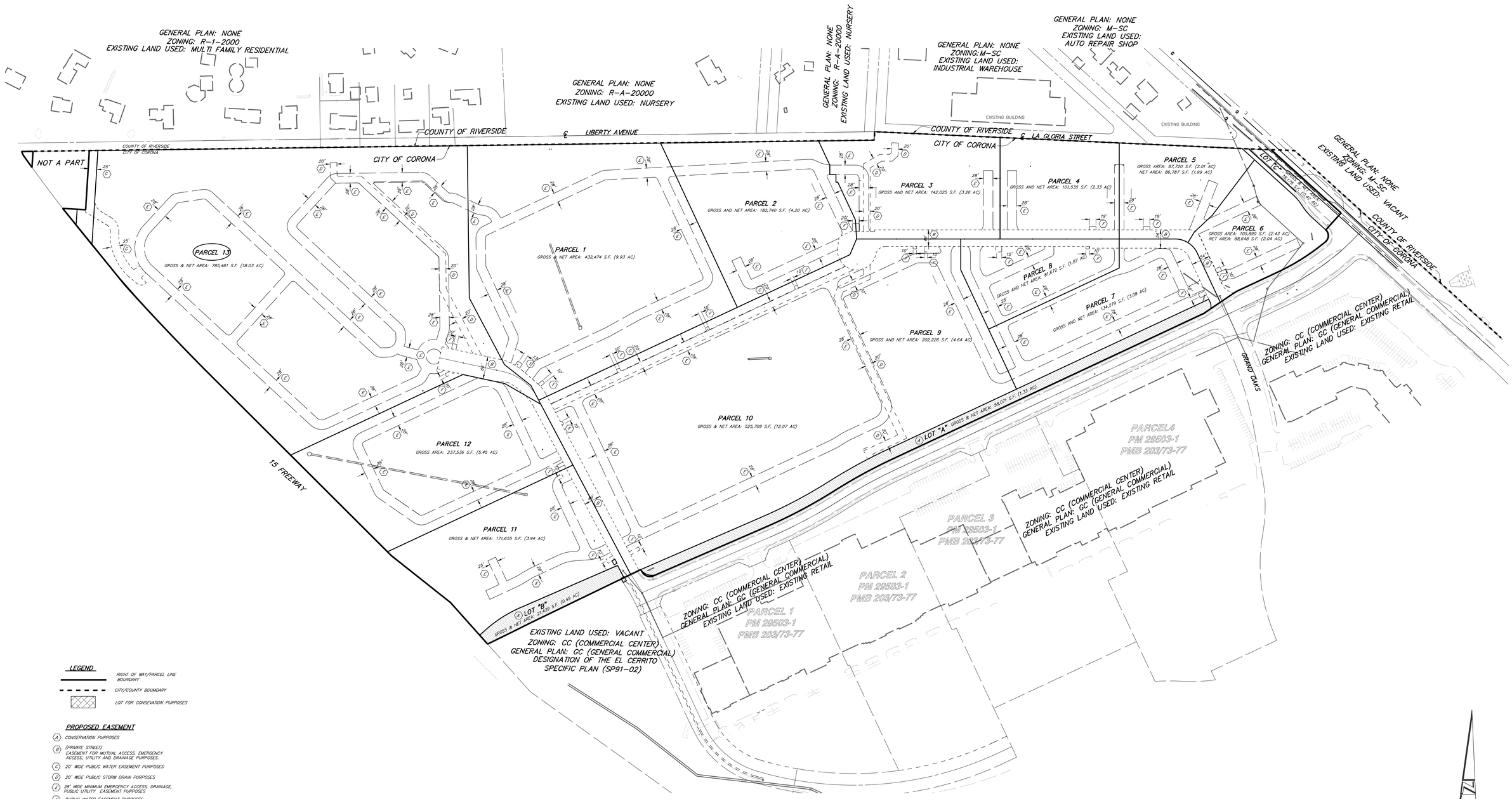
PARCEL MAP 37608
FOR CONDOMINIUM PURPOSES

SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

DATE: 9/19/19	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=80'
DESIGNED BY: KJR	SHEET 2 OF 2 SHEETS
CHECKED BY: KJR	

PROPOSED EASEMENTS



LEGEND

- RIGHT OF WAY/PARCEL LINE BOUNDARY
- CITY/COUNTY BOUNDARY
- LOT FOR CONSEVATION PURPOSES

PROPOSED EASEMENT

- (A) CONSERVATION PURPOSES
- (B) (PRIVATE STREET) EASEMENT FOR MUTUAL ACCESS, EMERGENCY ACCESS, UTILITY AND DRAINAGE PURPOSES.
- (C) 20' WIDE PUBLIC WATER EASEMENT PURPOSES
- (D) 20' WIDE PUBLIC STORM DRAIN PURPOSES
- (E) 28' WIDE MINIMUM EMERGENCY ACCESS, DRAINAGE, PUBLIC UTILITY EASEMENT PURPOSES
- (F) PUBLIC WATER EASEMENT PURPOSES
- (G) ACCESS EASEMENT PURPOSES IN FAVOR OF THE NOT A PART PARCEL

SCALE: 1"=100'

LAND DEVELOPMENT DESIGN COMPANY, LLC
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CIVIL
SURVEYING

DPR2018-0015 AND DPR 2018-0016

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2020
CIVIL
STATE OF CALIFORNIA

BENCHMARK

REVISIONS:	DATE:
1 REVISED PER DPR	2/11/19
2 REVISED PER DPR	5/8/19
3 REVISED PER DPR	6/20/19
4 REVISED PER DPR	9/17/19

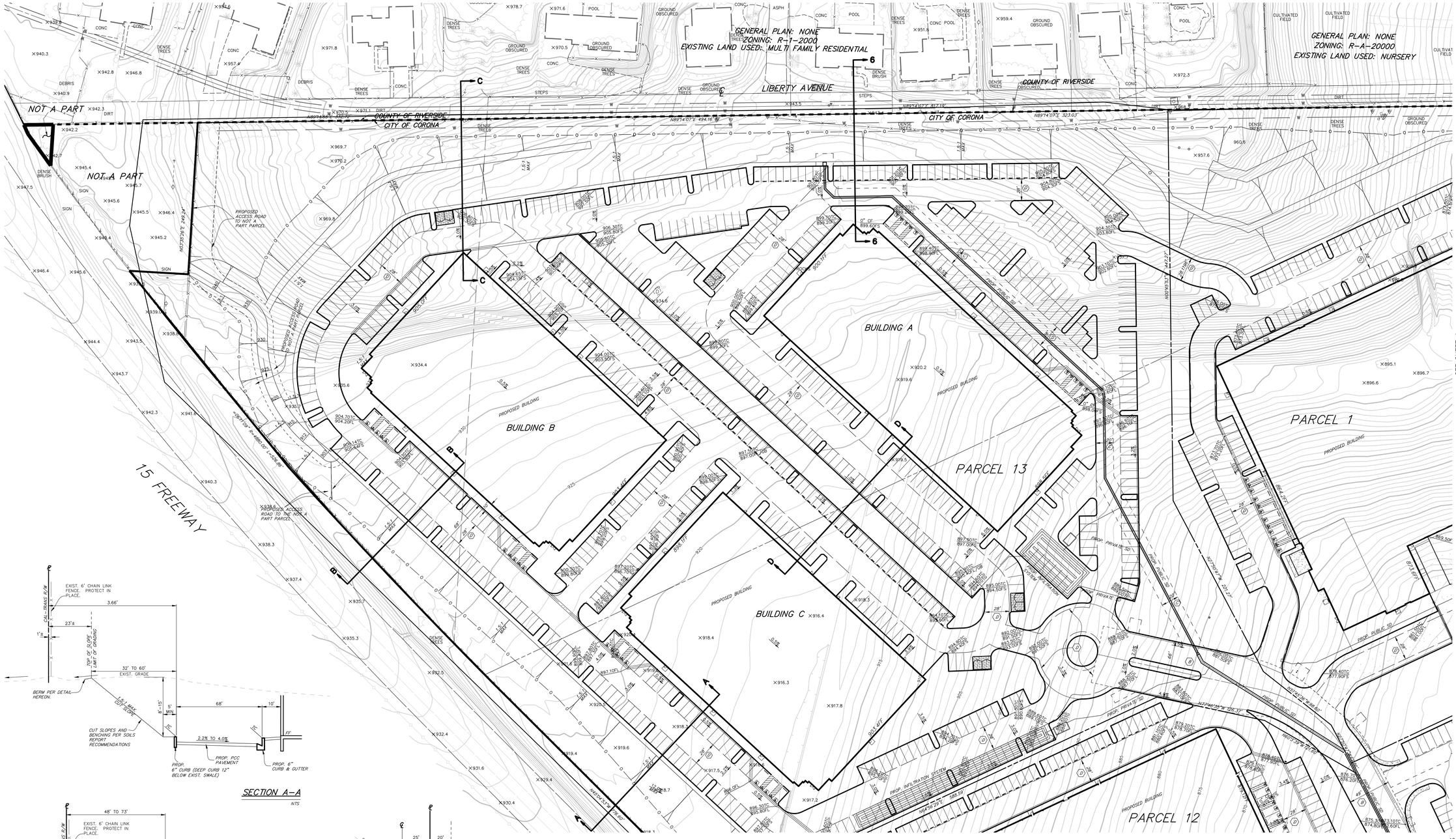
PREPARED UNDER THE SUPERVISION OF:
DENNIS C. FARNSWORTH
R.C.E. 31653 LIC. EXP.12/31/20 — 9/19/19 DATE
APPROVED BY: DATE:

PARCEL MAP 37608
FOR CONDOMINIUM PURPOSES

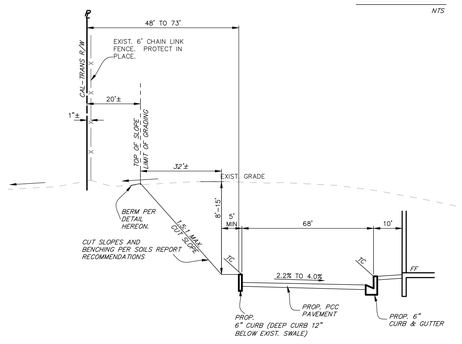
SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

DATE: 9/19/19	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=80'
DESIGNED BY: KJR	SHEET 3
CHECKED BY: KJR	OF 3 SHEETS



SECTION A-A
NTS



SECTION B-B
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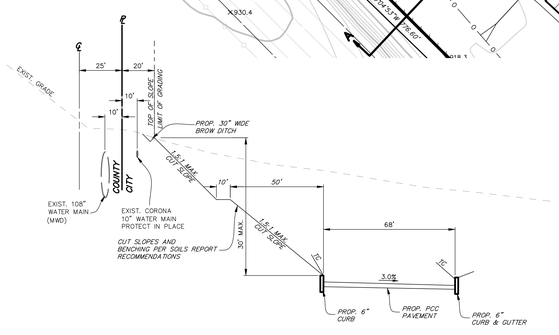

SECTION C-C
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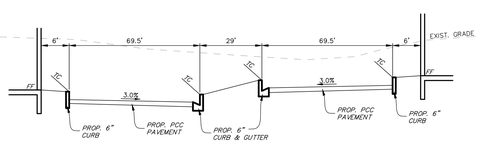
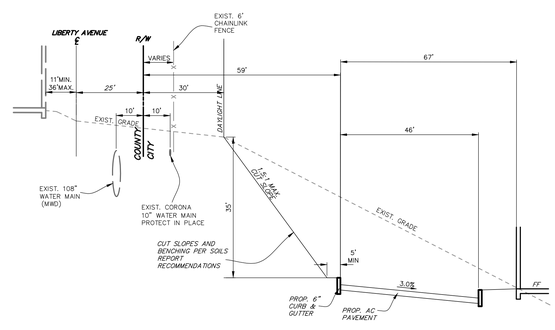


SECTION D-D
NTS



TYPICAL STREET SECTION
(LIBERTY AVENUE)
SECTION 6-6
NTS

SEE SHEET 4

UTILITY CONTACTS

WATER	CITY OF CORONA DWP 400 S VICENTIA CORONA, CA 91720 (951) 736-2321
SEWER	CITY OF CORONA DWP 400 S. VICENTIA CORONA, CA 91720 (951) 736-2321
POWER	SOUTHERN CALIFORNIA EDISON CO. (909) 930-8591
GAS	SOUTHERN CALIFORNIA GAS CO. (909) 335-7733
TELEPHONE	AT&T (866) 243-6122
CABLE	TIME WARNER CABLE (951) 547-3830
FIBER-OPTIC	CROWN CASTLE NG WEST (626) 320-0996

UNDERGROUND SERVICE ALERT CALL TOLL FREE:
1-800-422-4133 CALL 48 HOURS BEFORE YOU DIG

SOURCES OF TOPOGRAPHY:

FIELD SURVEY BY:
LAND DEVELOPMENT DESIGN COMPANY, LLC
DATED: 12-04-2014
TEL: (909) 930-1466
FAX: (909) 930-1468
ATTN: KEVIN J. RICHER

CIVIL ENGINEER:

LAND DEVELOPMENT DESIGN COMPANY
2313 E PHILADELPHIA STREET, UNIT F
ONTARIO CA 91761
TEL: (909) 930-1466
FAX: (909) 930-1468
ATTN: KEVIN J. RICHER

PROPERTY OWNER/DEVELOPER:

RECO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867
(714) 998-3400

TOTAL GROSS AREA:

3,271,426 S.F. (75.10 ACRES)

TOTAL NET AREA:

3,179,060 S.F. (72.98 ACRES)

NOTE:

1. RECIPROCAL INGRESS/EGRESS AND PARKING AGREEMENTS WILL BE REQUIRED PRIOR TO THE RECORDATION OF THE MAP.
2. APPROVED CC&R WILL BE REQUIRED PRIOR TO THE RECORDATION OF THE MAP.

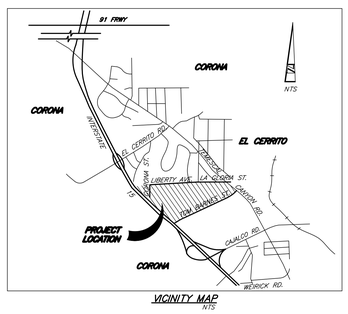
ZONING & LAND USE

SPECIFIC PLAN:	SP-91-02
GENERAL PLAN:	L1 (LIGHT INDUSTRIAL)
PLANNING AREA:	LIGHT INDUSTRIAL USES, COMMERCIAL RECREATION, AND LIMITED RETAIL
(PA-2)	LIGHT INDUSTRIAL USES, AND OFFICE BUILDINGS WITH ASSOCIATED SERVICE USES
EXISTING LAND USE:	VACANT
ZONING:	L1 (LIGHT INDUSTRIAL) DESIGNATION OF THE EL CERRITO SPECIFIC PLAN (SP91-02)
PROPOSED LAND USE:	LIGHT INDUSTRIAL & OFFICE

PROPOSED EASEMENT

- (B) (PRIVATE STREET) EASEMENT FOR MUTUAL ACCESS, EMERGENCY ACCESS, UTILITY AND DRAINAGE PURPOSES.
- (C) 20' WIDE PUBLIC STORM DRAIN PURPOSES
- (D) 28' WIDE MINIMUM EMERGENCY ACCESS, DRAINAGE AND PUBLIC UTILITY EASEMENT PURPOSES

40 0 40 80 120
SCALE: 1"=40'



VICINITY MAP
NTS

KEVIN J. RICHER
No. 43714
Exp. 3/31/2021
CIVIL
STATE OF CALIFORNIA

DPR2018-0015 AND DPR 2018-0016

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

BENCHMARK	REVISIONS:	PREPARED UNDER THE SUPERVISION OF:	DATE:	JOB NO.
		KEVIN J. RICHER R.C.E. 43714 LIC. EXP. 3/31/2021 — 1/16/20 DATE		
		APPROVED BY: — DATE		

PRELIMINARY G

SITE
TOM BARNES STREET
CORONA CALIFORNIA

EXHIBIT H

DIGALERT
DIAL TOLL FREE
811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

SEE SHEET 1

PARCEL 13
BUILDING C

PARCEL 12

PARCEL 11

PARCEL 1

PARCEL 10

G LONGITUDE ROAD

15 FREEWAY

LOT "A"

LOT "B"

EXISTING LAND USED: VACANT
ZONING: CC (COMMERCIAL CENTER)
GENERAL PLAN: GC (GENERAL COMMERCIAL)
DESIGNATION OF THE EL CERRITO
SPECIFIC PLAN (SP91-02)

ZONING: CC (COMMERCIAL CENTER)
GENERAL PLAN: GC (GENERAL COMMERCIAL)
EXISTING LAND USED: EXISTING RETAIL

LEGEND

BW	BACK OF WALK
EG	EXISTING GRADE
FG	FINISH GRADE
FS	FINISH SURFACE
TC	TOP OF CURB
FL	FLOW LINE
EP	EDGE OF PAVEMENT
FF	FINISH FLOOR
PAD	PAD GRADE
TW	TOP OF WALL
TF	TOP OF FOOTING
HP	HIGH POINT
LP	LOW POINT
CF	CURB FACE
TG	TOP OF GRATE
TRW	TOP OF RETAINING WALL
EDF	EXTRA DEPTH FOOTING
INV	INVERT OF PIPE
	TOP OF SLOPE
	RATE OF SLOPE
	TOE OF SLOPE
	EXISTING FIRE HYDRANT
	EXISTING FDC
	EXISTING WATER VALVE
	EXISTING GAS METER
	EXISTING WATER METER
	EXISTING PULL BOX
	EXISTING ICV
	EXISTING STREET LIGHT
	EXISTING CONTOUR
	DAYLIGHT LINE
	REMOVAL
	EXIST. CONCRETE
	CONCRETE
	BUILDING SETBACK ACCESS RESTRICTION
	CENTERLINE
	EASEMENT
	CURB AND GUTTER
	PROPOSED PROPERTY LINE
S	EXISTING SEWER LINE
W	EXISTING WATER LINE
T	EXISTING TELEPHONE LINE
E	EXISTING ELECTRIC LINE
G	EXISTING GAS LINE
	EXISTING STORM DRAIN
	CITY/COUNTY BOUNDARY
	LOTS FOR CONSERVATION PURPOSES

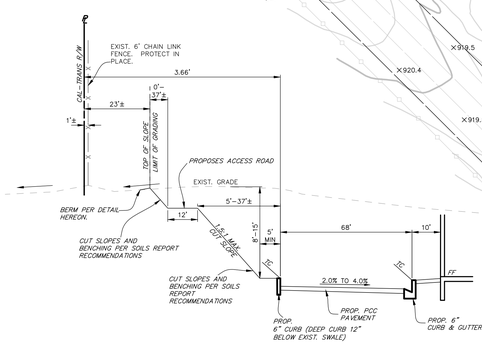
PROPOSED EASEMENT

(A) CONSERVATION PURPOSES

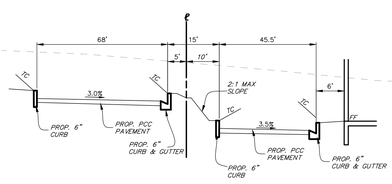
(B) (PRIVATE STREET) EASEMENT FOR MUTUAL ACCESS, EMERGENCY ACCESS, UTILITY AND DRAINAGE PURPOSES.

(C) 20' WIDE PUBLIC STORM DRAIN PURPOSES

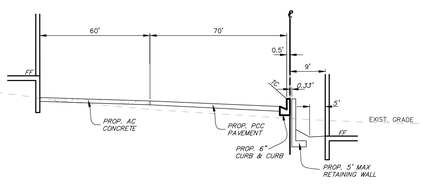
(D) 28' WIDE MINIMUM EMERGENCY ACCESS, DRAINAGE AND PUBLIC UTILITY EASEMENT PURPOSES



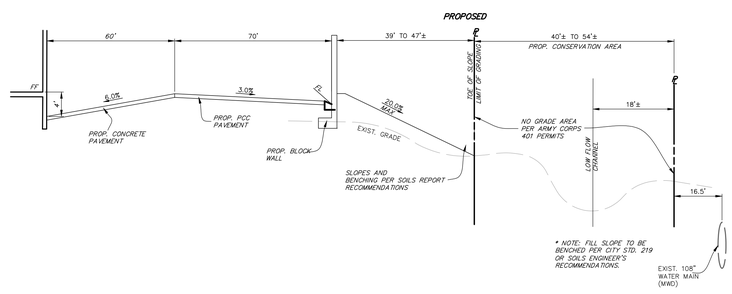
SECTION A-A
NTS



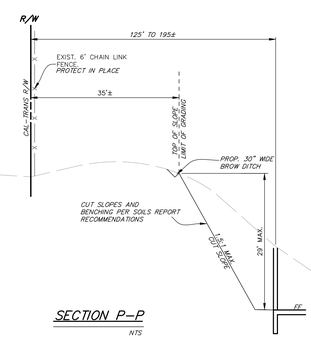
SECTION M-M
NTS



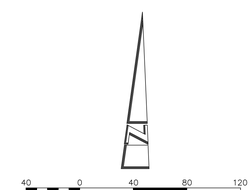
SECTION N-N
NTS



SECTION O-O
NTS



SECTION P-P
NTS



REGISTERED PROFESSIONAL ENGINEER
KEVIN J. RICHER
No. 43714
Exp. 3/31/2021
CIVIL
STATE OF CALIFORNIA

DPR2018-0015 AND DPR 2018-0016

LAND DEVELOPMENT DESIGN COMPANY, LLC
2313 E. Philadelphia St., Ste. F
Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
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CIVIL
SURVEYING

DIGALERT
DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

BENCHMARK

REVISIONS:

PREPARED UNDER THE SUPERVISION OF:
KEVIN J. RICHER
R.C.E. 43714 LIC. EXP. 3/31/2021
1/16/20
DATE

APPROVED BY:
DATE

PRELIMINARY GRADING PLAN

SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

DATE: 1/16/20	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=40'
DESIGNED BY: KJR	SHEET 2 OF 4 SHEETS
CHECKED BY: KJR	

GENERAL PLAN: NONE
ZONING: R-1-20000
EXISTING LAND USED: NURSERY

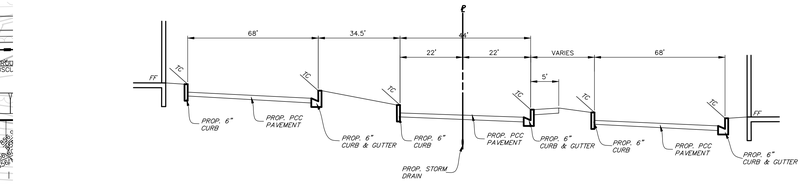
LIBERTY AVENUE
COUNTY OF RIVERSIDE
CITY OF CORONA

PARCEL 1
PARCEL 2
PARCEL 10
PARCEL 11
PARCEL 12

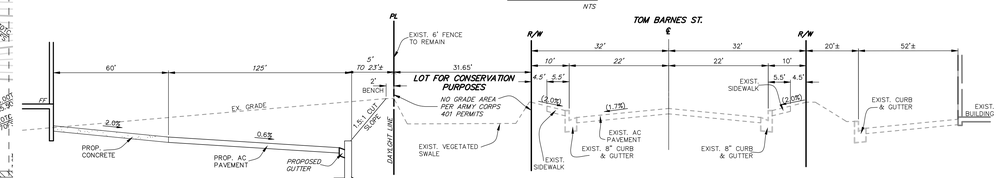
LONGITUDE ROAD
TOM BARNES STREET
LOT "A"
LOT "B"

ZONING: CC (COMMERCIAL CENTER)
GENERAL PLAN: GC (GENERAL COMMERCIAL)
EXISTING LAND USED: EXISTING RETAIL

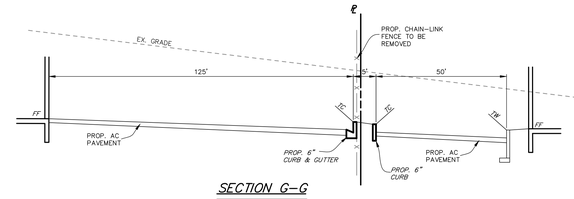
SEE SHEET 1
SEE SHEET 2
SEE SHEET 4



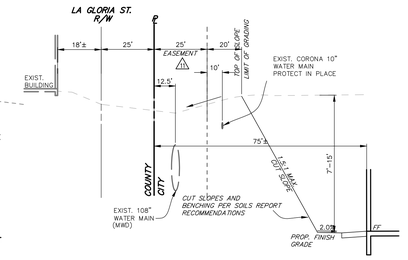
SECTION E-E
NTS



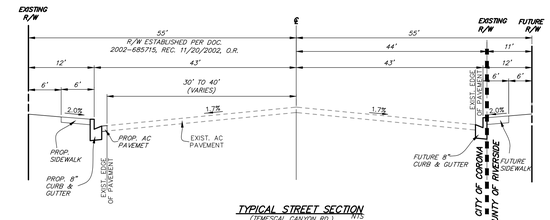
SECTION F-F
NTS



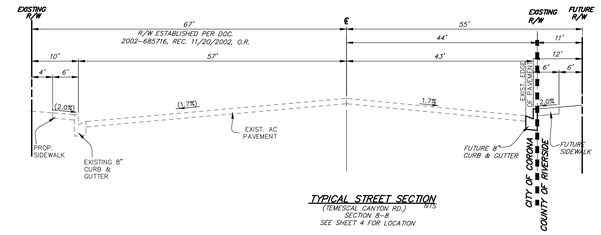
SECTION G-G
NTS



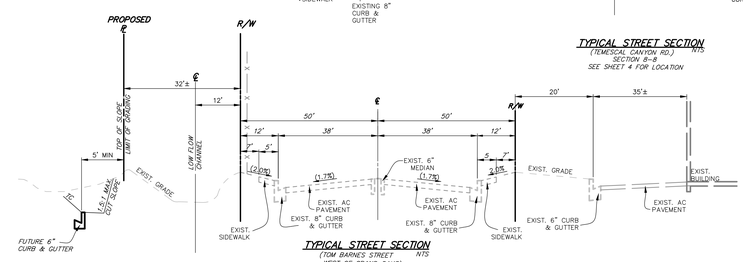
SECTION H-H
NTS



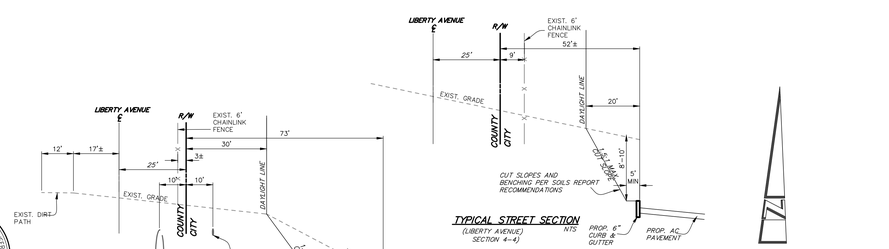
TYPICAL STREET SECTION
(TEMESCAL CANYON RD.)
SECTION 7-7
SEE SHEET 4 FOR LOCATION
NTS



TYPICAL STREET SECTION
(TEMESCAL CANYON RD.)
SECTION 8-8
SEE SHEET 4 FOR LOCATION
NTS



TYPICAL STREET SECTION
(TOM BARNES STREET
WEST OF GRAND OAKS)
NTS



TYPICAL STREET SECTION
(LIBERTY AVENUE)
SECTION 4-4
NTS

TYPICAL STREET SECTION
(LIBERTY AVENUE)
SECTION 5-5
NTS

SCALE: 1"=40'

PROPOSED EASEMENT

- (A) CONSERVATION PURPOSES
- (B) (PRIVATE STREET) EASEMENT FOR MUTUAL ACCESS, EMERGENCY ACCESS, UTILITY AND DRAINAGE PURPOSES.
- (C) 20' WIDE PUBLIC STORM DRAIN PURPOSES
- (D) 28' WIDE MINIMUM EMERGENCY ACCESS, DRAINAGE AND PUBLIC UTILITY EASEMENT PURPOSES

REGISTERED PROFESSIONAL ENGINEER
KEVIN J. RICHER
No. 43714
Exp. 3/31/2021
CIVIL
STATE OF CALIFORNIA

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DPR2018-0015 AND DPR 2018-0016

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Ontario, CA 91761
(909) 930-1466
FAX (909) 930-1468
PLANNING
CIVIL
SURVEYING

BENCHMARK

REVISIONS:

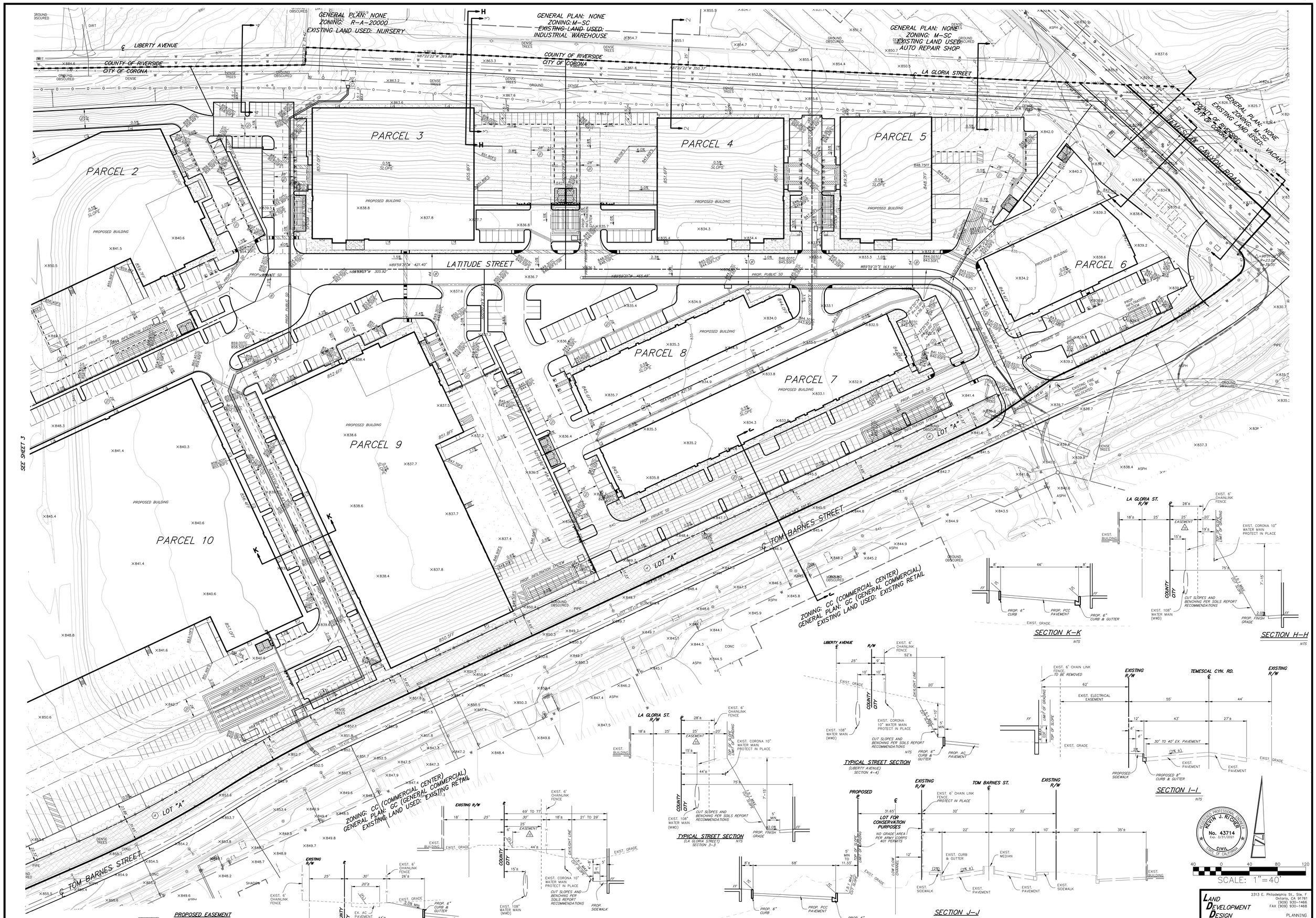
PREPARED UNDER THE SUPERVISION OF:
KEVIN J. RICHER
R.C.E.43714 LIC. EXP.3/31/21 — 1/16/20 DATE
APPROVED BY: DATE

PRELIMINARY GRADING PLAN

SITE
TOM BARNES STREET
CORONA CALIFORNIA

PREPARED FOR:
REXCO DEVELOPMENT
2518 NORTH SANTIAGO BLVD.
ORANGE, CA 92867

DATE: 1/16/20	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=40'
DESIGNED BY: KJR	SHEET 3 OF 4 SHEETS
CHECKED BY: KJR	



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- (A) CONSERVATION PURPOSES
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DIGALERT
DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

NOTE:
SEE TOM BARNES & TEMESCAL CANYON ROAD TYPICAL SECTION ON SHEET 3

DPR2018-0015 AND DPR 2018-0016

LAND DEVELOPMENT DESIGN COMPANY, LLC
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Ontario, CA 91761
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DATE: 1/16/20	JOB NO. 5957
DRAWN BY: VAP	SCALE 1"=40'
DESIGNED BY: KJR	SHEET 4 OF 4 SHEETS
CHECKED BY: KJR	

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Transportation Department

Juan C. Perez, P.E., T.E.
Director of Transportation

September 26, 2008

City of Corona Community Development
Joanne Coletta, Community Development Director
400 South Vicentia Ave
Corona, CA 92882-2187

RECEIVED

Re: Castle & Cooke – PM 29503 revised

Dear Ms. Coletta,

The County of Riverside Transportation Department has been in discussion with representatives of Castle & Cooke regarding a Condition of Approval to pave Liberty and La Gloria in the unincorporated area adjacent to the project.

Neither of these roads is maintained by the County of Riverside. Construction of improvements to bring them to County standards of maintenance would create substantial right-of-way impacts to the adjacent residents due to the challenging topography. Therefore, instead of requiring that the improvement be done at this time, the County Transportation Department has negotiated an arrangement with Castle & Cook whereby they shall deposit with the Transportation Department the sum of $128,821, which is the estimated amount of the paving cost. These funds can be used by the County in the future to provide some improvements to these roads, if requested by the residents, or used on other roads in the adjacent area that will benefit the residents in the Unincorporated County.

We will provide Castle & Cooke with an acknowledgement of the transaction upon receipt of the funds, and request that the City consider the condition as being satisfied at that time.

Please feel free to contact me at (951) 955-6740 should you wish to discuss this matter.

Sincerely,

Juan C. Perez
Director of Transportation

PD CASTLE COOK
CHK 1722
11/7/08

JCP:jc

cc: John Field, 2nd District Supervisor Tavaglione's office
Patricia Romo, Deputy Director of Transportation
Mark Bernas, Deputy Director of Transportation
Ed Sloman, KWC Engineers
Scott Thayer, Castle & Cooke
Tom Koper, City of Corona – Public Works, Principal Civil Engineer
Jason Moquin, City of Corona – Community Development Dept., Senior Planner

EXHIBIT I

Temescal Canyon Road Improvement Program

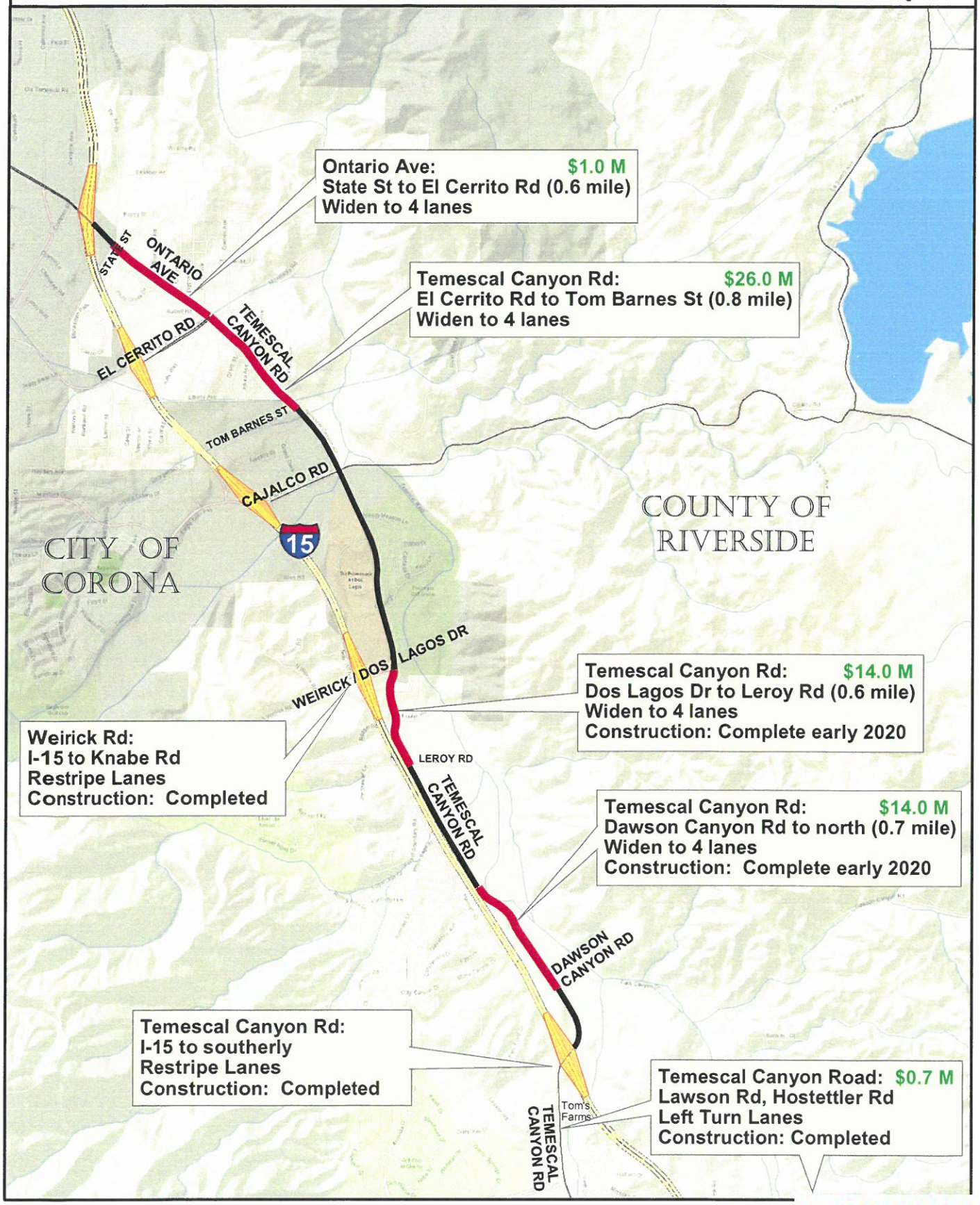


EXHIBIT J

Sandra Yang

From: Thiede, James H <james_thiede@fws.gov>
Sent: Monday, February 3, 2020 5:36 PM
To: Sandra Yang
Cc: Chan, Eric@Wildlife; Cleary-Rose, Karin; Gibson, Joanna@Wildlife; Beck, Carly@Wildlife; Tricia Campbell; Betsy Dionne; wworthey@dudek.com; Mace, James; Bill, Jason@Waterboards; Marc.Brown@waterboards.ca.gov
Subject: Re: Latitude Business Park site inspection with CDFW and USFWS

Dear Ms. Yang:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (CDFW), hereafter referred to jointly as the Wildlife Agencies, have reviewed Joint Project Review (JPR) 19-11-05-01 for the City of Corona's (City) proposed Latitude Business Park Project, also known as TTM 37608 and PP2019-0001 (Project), which we received from the City on January 03, 2020. The JPR was prepared to evaluate the Project's consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Wildlife Agencies sent preliminary comments on the JPR to the City by e-mail on January 17, 2020. After examining the Project site with the Applicant and the City on January 30, 2020, the Wildlife Agencies are providing the City with follow-up comments on the JPR as they relate to the Project's consistency with MSHCP Section 6.1.2 (Protection of Riparian / Riverine and Vernal Pool Resources).

MSCHP Section 6.1.2 Riparian/Riverine and Vernal Pool Resources

The "Biological Technical Report and MSHCP Consistency Analysis" and the RCA's JPR Analysis describe the site's vegetation communities as consisting of non-native grassland, with some Riversidian sage scrub along its western border. On the southeastern boundary of the site, Joseph Canyon Wash supports riparian woodland communities.

After conducting a Project site visit on January 30, 2020, the Wildlife Agencies identified MSHCP riparian/riverine and vernal pool resources on the Project site that were not included in the JPR and the Biological Technical Report and the MSHCP Consistency Analysis report. The MSHCP riparian/riverine and vernal pool resources discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (*Baccharis salicifolia*) as well as two stands of cattails (*Typha* species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24 - 25, 2019). When the water level rises high enough in the valley bottom area (as well as the southwestern pond), the wetland overflows to Temescal Creek via standpipes on the Project site which lead into culverts directing the overflow to Temescal Creek.

Therefore, the Wildlife Agencies do not agree with the JPR's conclusions that (1) MSHCP riparian/riverine and vernal pool (MSHCP Section 6.1.2) resources are limited to the current 1.7-acre linear easement protecting Joseph Canyon Wash, and (2) that all the site's existing riparian/riverine/vernal pool resources will be avoided by the proposed Project (both within Criteria Cell 2400 and to the west of Criteria Cell 2400).

Therefore, to disclose and address Project impacts to MSHCP riparian/riverine resources, the Wildlife Agencies request that the City to condition the Project to prepare a Determination of Biologically Equivalent or Superior

Preservation (DBESP) for review and approval by the Wildlife Agencies. The DBESP should be prepared to evaluate the Project's proposed impacts on riparian/riverine resources in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to provide biologically equivalent or superior mitigation to offset the impacts.

Riparian/Riverine Delineation

As discussed during the site visit, the riparian/riverine assessment previously prepared for the JPR did not adequately represent the extent of the MSHCP riparian/riverine resources on the Project site. As agreed during the site visit, the Applicant will prepare a DBESP for submission to the Wildlife Agencies through the City, including a revised delineation of the site's MSHCP riparian/riverine resources. The revised delineation will include the full extent of riparian/riverine resources discovered on the Project site on January 30, 2020. As agreed during the site visit, a topography map with 1-foot contours should be used to help delineate riparian/riverine resources on the Project site. The revised delineation should include all areas on the site's "valley bottom" area that are at or below the highest mapped elevation of riparian/riverine resources using the topography map with 1-foot contours. The revised delineation should also include the full extent of the ponded area located near the southwest corner of the Project site.
MSHCP Reserve Assembly.

MSHCP Reserve Assembly (Section 3) and the Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4)

The Wildlife Agencies concur with the RCA's finding that the Project does not conflict with the MSHCP's Reserve Assembly goals. The Wildlife Agencies are concerned about potential land use adjacency impacts, and therefore support the measures identified in the RCA Findings in item "d." (pages 5-7) for the Urban/Wildland Interface Guidelines (Section 6.1.4 of the MSHCP). Please condition the Project to include these measures, specifically those related to avoiding use of invasive species and water quality. As stated in the RCA Findings in item "a.", please condition the Project to require recordation of the deed restriction as a condition of approval.

Please Send Confirmation

As a Permittee to the MSHCP, the City has agreed to ensure the terms and conditions of the MSHCP are met prior to Project approval. Please confirm that the City will condition the Project so that all mitigation measures and conditions of approval have been implemented prior to any ground disturbance, and that the City will be submitting a Project DBESP to the Wildlife Agencies for review.

We appreciate the opportunity to provide comments on this JPR, and look forward to continuing to work with you and the Applicant on this Project. If you have any questions or comments regarding this letter, or to schedule a meeting or a conference call, please contact James Thiede of the Service at james_thiede@fws.gov or Eric Chan of the California Department of Fish and Wildlife at eric.chan@wildlife.ca.gov or by telephone at 909-483-6317.

Sincerely,

Eric Chan
Environmental Scientist
CDFW – Inland Deserts Region
3602 Inland Empire Blvd, Suite C-220
Ontario CA 91764

(909) 483-6317

and

James Thiede
Senior Biologist
U.S. Fish & Wildlife Service
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262
(760) 322-2070 x419

From: Sandra Yang <Sandra.Yang@CoronaCA.gov>
Sent: Monday, February 3, 2020 8:16 AM
To: Thiede, James H <james_thiede@fws.gov>; Chan, Eric@Wildlife <Eric.Chan@Wildlife.ca.gov>
Subject: [EXTERNAL] RE: Latitude Business Park site inspection with CDFW and USFWS

Good morning Jim and Eric,

Just to wanted to touch base and remind you that we are hoping to get your formal comments by today as we are wrapping up staff reports and conditions for this project. Thank you.

Sincerely,
Sandra Yang
Senior Planner

From: Thiede, James H <james_thiede@fws.gov>
Sent: Wednesday, January 29, 2020 1:54 PM
To: Sandra Yang <Sandra.Yang@CoronaCA.gov>; Michele Hindersinn <Michele.Hindersinn@CoronaCA.gov>; Emily Stadnik <Emily.Stadnik@CoronaCA.gov>; Patrick Tritz <pat@rexcodev.com>; Chan, Eric@Wildlife <Eric.Chan@Wildlife.ca.gov>
Subject: Re: Latitude Business Park site inspection with CDFW and USFWS

Hi All,

Let's meet at the intersection of Tom Barnes Street and Tuscany Street, unless there is no access to the site at that location.

City:
If there's no access at Barnes Street and Tuscany Street, then please designate a rendezvous location at an intersection or a landmark near an access point on the western or northern sides of the project site. Thank you.

From: sandra.yang@coronaca.gov <sandra.yang@coronaca.gov>
Sent: Sunday, January 26, 2020 7:36 PM
To: Michele Hindersinn <michele.hindersinn@coronaca.gov>; Thiede, James H <james_thiede@fws.gov>; Emily Stadnik <emily.stadnik@coronaca.gov>; Patrick Tritz <pat@rexcodev.com>; Chan, Eric@Wildlife <eric.chan@wildlife.ca.gov>
Subject: Latitude Business Park site inspection with CDFW and USFWS
When: Thursday, January 30, 2020 1:00 PM-2:00 PM.
Where: Latitude Business Park site (Tom Barnes and Temescal Canyon Rd)

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Patricia Romo, P.E.
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
Deputy for Transportation/Planning and Development

Transportation Department

February 4, 2020

Joanne Coletta, Community Development Director
City of Corona
400 South Vicentia Avenue
Corona, CA 92882-2187

RE: Latitude Business Park – Initial Study/Mitigated Negative Declaration

Dear Ms. Coletta:

Thank you for the opportunity to review and comment on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Latitude Business Park (Project). It's noted the project description has been revised and proposes 1,074,771 square feet of warehouse, industrial park, and office uses, which is lower than the 1,124,290 square feet described in the Project traffic study. The Project is located west of Temescal Canyon Road (TCR), east of the I-15 freeway, and north of Tom Barnes Street.

The Riverside County Transportation Department (County) has reviewed the IS/MND for the Project and offers the following comments.

On August 29, 2019, the County provided a comment letter citing concerns related to truck traffic on Temescal Canyon Road and road right-of-way dedication on Liberty Avenue and La Gloria Street. In its response letter dated September 10, 2019, the City of Corona indicated the project could place a condition of approval on the Project to require its truck traffic to use Cajalco Road to the extent feasible. The County would appreciate a copy of the conditions of approval to understand the measures the Project will be required to implement to direct trucks to Cajalco Road.

For Liberty Avenue and La Gloria Street, the County believes it is vital for the Project to dedicate 30' half-width road right-of-way along its project frontage. This will connect the streets and serve

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

EXHIBIT K2

the existing residents by providing better road connectivity and circulation under normal daily conditions or during an emergency. It would also be beneficial if the Project can grade the site in a manner that would allow Liberty Avenue and La Gloria Street to be paved in the future.

Thank you again for the opportunity to review the IS/MND. Please contact me at (951) 955-2016 with questions or comments.

Sincerely,

p.p.

Russell Williams
Development Review Manager

RUW:KKT

cc: Juan C. Perez, Director of Transportation and Land Management
Patricia Romo, Director of Transportation
Richard Lantis, Deputy Director of Transportation

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

Mary and Gary Gehley
7650 Liberty Ave.
Corona CA 92881

January 22, 2020

RE: Project located at Tom Barnes St. and Temescal Canyon Rd referred to as: PM37608 & PP2019-0001
Applicant Patrick Tritz, Latitude Business Park, LLC

Planner: Sandra Yang

We have lived at our current residence since 1973, so have seen many changes to the area over the years. Our rural home is now surrounded by city and we miss the peace and quiet we once enjoyed. Wisdom dictates that change is inevitable, therefore we know we must adapt. However, we have some serious concerns regarding this particular project.

Latitude Business Park, directly across our street, will have a huge impact to our home. We certainly hope that the owners of this new business park will be good neighbors by hearing and responding to our concerns.

This project will have a tremendous negative impact to us in several ways.

1- Visual: Rather than overlooking pastoral open space, we will now have a view of industrial buildings, rooftops with large HVAC units, cars, trucks, garbage dumpsters, etc.
2- Noise: Noise levels will increase due to manufacturing/industrial activities, HVAC systems (some less than 250 feet from our residence), large truck engine noise associated with warehouses and industrial activities, frequent garbage truck traffic, car traffic due to workers and customers coming and going.
3- Emissions: Increased traffic, particularly large trucks, mean increased levels of dangerous emissions. In addition, we have no idea what type of industry will taking place in these various buildings, so have concerns about whatever byproduct emissions these would create.
4- Lighting: While we understand that lights will be hooded and projected downward, there will still be a substantial amount of light pollution from the lights themselves as well as reflected light and glare. There will also be light impacts from the large numbers of vehicles coming and going.
5- Property value: All these negative impacts will significantly reduce our property value along with our current quality of life.

We understand that some mitigation efforts are included in the proposed plans. We especially appreciate the extensive landscaping, including trees, which is planned for the northern border to provide a visual buffer. We will expect that the project will be completed in the manner shown, with several rows of trees along the property line. There is no indication what type of fencing is planned along Liberty Ave. We would strongly urge that a block wall fence be erected in order to mitigate the noise issues. The current chain fence will do nothing to block sound, and the barbed wire topping is simply horrible. It is highly incompatible and nonconforming to a residential area. It looks as if we are bordering a prison, not a modern business park.

Thank you for the opportunity to express our concerns.

Mary / Gary Gehley

Mary and Gary Gehley

EXHIBIT L1

Jennifer Napoli HERNANDEZ

7750 LIBERTY AVE

CORONA CA 92881

951-563-8605

TO: Planning Commission of City of Corona,

Patty Romo: Transportation Department County of Riverside

Wendell Bugtai: Land use Policy Advisor

Regarding: Rexco Development

I have several concerns in regards to my neighborhood and the new development that is going in across the street from my home.

Unsafe road conditions in all of the El Cerrito area between, El Cerrito and Cajalco on Temescal, these roads are currently unsafe and have a high volume of industrial trucks on these roads and traffic is terribly on Ontario through Temescal and to Cajalco, with the industrial development this is gonna be a terrible problem for residents, with the increase of trucks coming and going.

Liberty Ave has no outlet on either side, which in the event of emergency it could be impossible for the residents to get out.

We have Southern California Edision, the old electrical in our area is a hazard, constant power outages in this area due to winds and the tress, we need them to upgrade and take care of the problems that cause us to have to many power outages I feel this is a fire hazard as well..

The traffic noise is already a problem and I think with new development will get worse, I have double panned windows and I can still hear freeway noise.

Liberty Ave needs to be Paved, Riverside County received funds to do so many years ago and it still to this day has not been completed.

Many years ago residents in this area had serious foundation issues when the dirt in the proposed land was dug up/ not sure I was not here at the time this accured, Would like reassurance that the current developer look into that issue and offer the residents some assurance he is aware of the situation and what steps they are taking to reassure the residents if any problems occur regarding possible shifting in the land

I truly feel the County does the bare minimum for the El Cerrito area, If you just drive around and look it is clear that this area is neglected, in many ways.

Sincerely

Jennifer Napoli Hernandez

EXHIBIT L2

RECEIVED
FEB 05 2020
Community Development Dept

Feb. 3, 2020

Karola Bush

19997 Washington St.

Corona, CA 92881

951-533-6627

TO: Planning Commission of the City of Corona

RE: Rexco Development

I am writing as a resident, of 40 years, within 500 feet of the proposed project site.

These are my concerns:

- Rush hour traffic jams from I-15 & 91 to Weir Canyon Rd.
- Dangerous traffic on Temescal Canyon Road.
- Minnesota Mining Prop 65 pollution warnings.
- Lack of open green space for people to walk or enjoy nature.
- Traffic noise levels drowning out all the sounds of nature.
- No sidewalks
- All the septic tanks, no sewer.
- Summer heat levels rising due to the massive amounts of concrete and black top.
- Old, dangerous above ground utilities.
- New businesses coming in the same hodge-podge planning as the old ones, only bigger.

Now Rexco wants to develop a business park in the heart of this over built mismanaged area. This property has been used as a helipad for emergencies. In the springtime it is home to a beautiful field of lupine.

We can't afford more traffic, pollution, and hotter temperatures. According to the EJScreen Report (Version 2019) in a mile ring around the intersection of my home all pollution indexes are 10% higher than the rest of CA.

The applicant shows landscaping plans with trees along steep slopes. This will require extensive grading. And the applicants large trees will block the views of the city nightlights, mountains, and Temescal Valley. Losing these views will bring down the value of our real estate.

The applicant wants security lighting, light pollution to those who are now enjoying dark skies at night. The applicant wants warehouses. I don't want to live in an industrial area with big trucks delivering goods at all hours of the day. Truck drivers wait in their rigs for the warehouses to open, often with

EXHIBIT L3

noisy refrigerators idling. We already have many lost drivers in our residential neighborhood. The truck drivers will add to the problem.

The homeless will be attracted to this business park. The flat rooftops of the warehouses will hold unsightly air conditioners just like the apartments on Weir Canyon Road and I-15.

Our neighborhood has endured earth moving since Pacific Clay was there. The excavation caused dirt; dust; noise; and pollution from the large silica sand mining operation. The operators of this business dug 1,450 feet into the earth! We had to take legal action to stop the damage to our homes. When it was finally stopped, this gigantic hole was quickly reclaimed. Whatever gets built on it now will have problems.

We have been here a long time. We don't want to live in an industrial park.

Sincerely,

Karola Bush

Karola Bush

MarWest
COMMERCIAL

February 3, 2020

Ms. Joanne Coletta
Community Development Director
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

RE: Latitude Business Park

Dear Ms. Coletta,

I am writing on behalf of Dos Lagos Owners' Association in support of Latitude Business Park. I have examined the plans and know this site well. I believe this will be a great asset to the Dos Lagos community, as well as the city of Corona.

This project will generate much needed business for the shops and restaurants in the area and well as the benefit of providing jobs to the area residents.

The proposed Latitude project was formerly a site of mining operations, similar to the previous use of the Dos Lagos site. It is refreshing to know that these types of sites can ultimately serve a greater purpose.

In conclusion, we adamantly support the Latitude Business Park.

Regards,

Nancy Manion
As Managing Agent for the Dos Lagos Commercial Maintenance Corporation Association/ Property Manager

Mailing Address: P.O. Box 52798 • Irvine, CA 92619
15241 Laguna Canyon Rd. • Irvine, CA 92618 • 949.448.6300 • Fax 949.448.6500 • www.MarWestComm

EXHIBIT L4

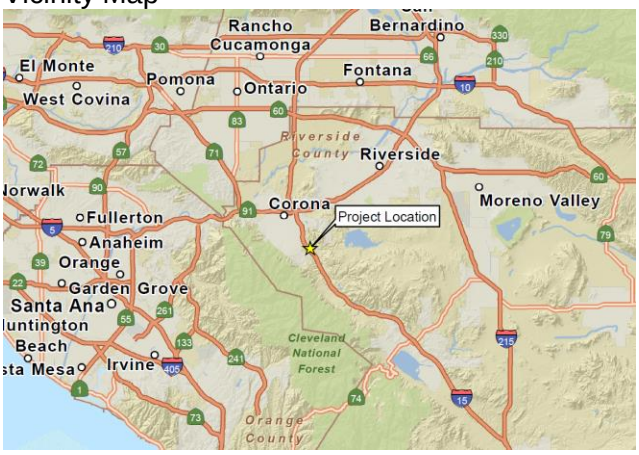
CITY OF CORONA
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
FOR LATITUDE BUSINESS PARK

PROJECT TITLE: Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608)

PROJECT LOCATION: Northwest corner of Tom Barns Street and Temescal Canyon Road, east of Interstate 15, in the city of Corona, County of Riverside (APNs 279-121-004,-005, -006; 279-122-001, -002, -003, and -004; 279-123-001, -002, and -003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140-001, and -007; 279-231-044.

PROJECT PROPONENT: Latitude Business Park, LLC, 2518 N. Santiago Blvd, Orange, CA 92867

Vicinity Map



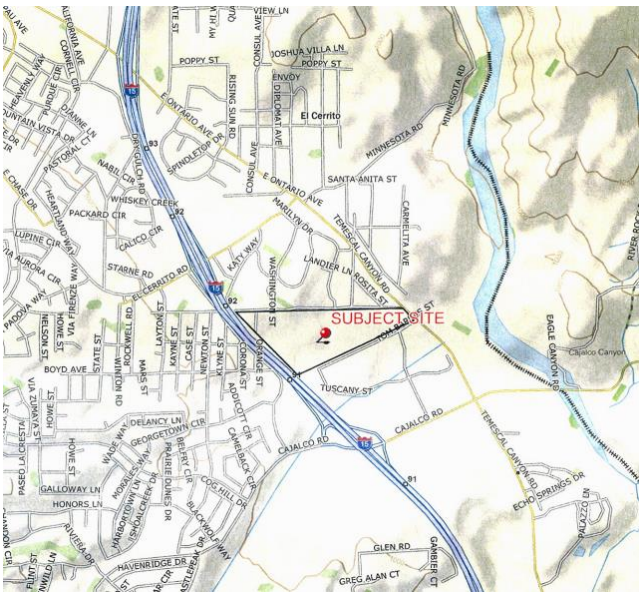


EXHIBIT M

PROJECT DESCRIPTION:

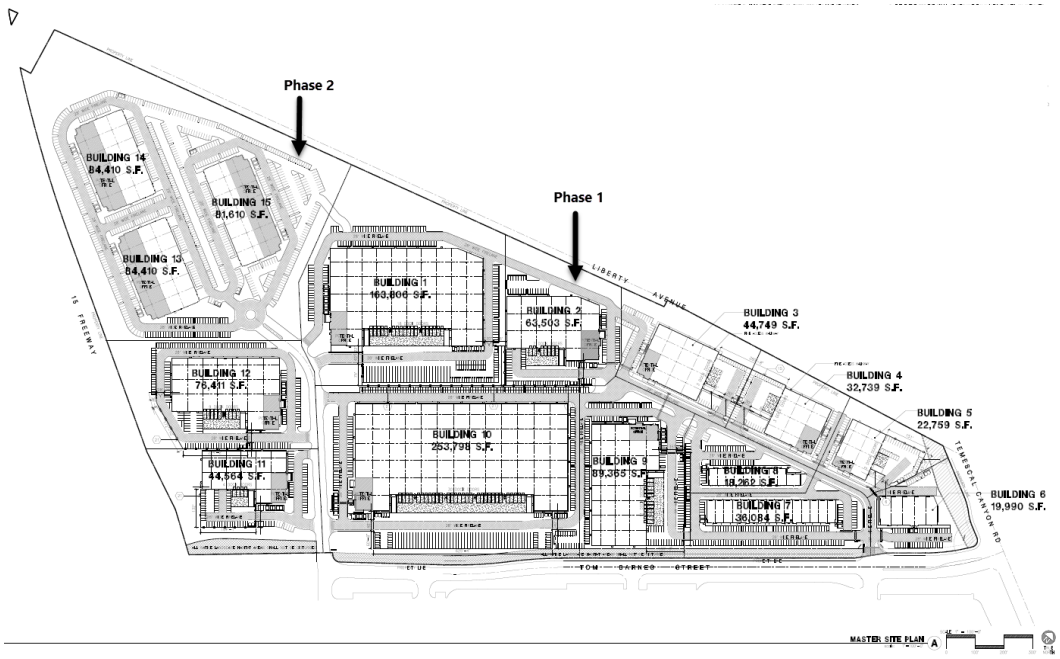
The project under Precise Plan 2019-0001 entails the construction of 15 buildings that will be used for industrial park, light industrial, manufacturing and warehouse with ancillary offices on 75 acres located at the northwest corner of Tom Barns Street and Temescal Canyon Road (project site). TTM 37608 is the subdivision of the project site into 13 lots to create separate parcels for certain buildings. The project site is in the El Cerrito Specific Plan and zoned Light Industrial (LI). The combined building square footage totals 1,074,771 square feet. The square footages based on building use are as follows:

Industrial Park (174,055 square feet): Buildings 3, 4, 5, 6, 7 & 8.
Light Industrial (205,767 square feet): Buildings 13, 14 & 15.
Warehouse (535,205 square feet) and Manufacturing (159,744 square feet) Buildings: 1, 2, 9, 10, 11 & 12.

The project is anticipated to be developed in two phases. Phase 1 covers approximately 46 acres located in the central and easterly portions of the project site and 10 industrial buildings. The total square footage in this phase is about 752,889 square feet. Phase 2 covers the westerly 28 acres located closest to Interstate 15 and 5 industrial buildings. The total building square footage in this phase is about 321,882 square feet.

Ancillary office uses are also considered in the above building square footages. The buildings are speculative with no specific users identified at this time. The exact square footage devoted to office space will be determined on the project's site plan within the square footages noted.

The project will involve the grading of 735,000 cubic yards of cut and 673,000 cubic yards of fill of dirt that will be balanced across the project site. The project site's graded finished condition will result in manufactured cut slopes at a ratio of 1.5:1 on the north and west perimeters facing the project site and 15 graded building pads. The building pads are to accommodate buildings, parking lots and landscaping.



ENVIRONMENTAL SETTING

Aerial View of Project Site

Site Description

The project site is vacant and undeveloped but was once mined for sand. The mining operation ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit. The mass grading associated with the reclamation process left the site with a gently sloping terrain and 2:1 (h:v) cut and fill slopes. The site slopes to the east and towards existing inlets for drainage. An incised drainage course exists along the southerly perimeter of the site and contains native vegetation consisting of annual weeds and grasses, small brush and small trees. The remainder of the site also contains annual grasses and weeds that are maintained annually through fuel modification practices, except for the area within the drainage course. The site overall is approximately 138 feet from above mean sea level at elevations of 832 feet to 970 feet.

Site Surroundings:

The project site is within an urbanized setting and surrounded by existing development. The project site is surrounded by the following land uses.

North: The project site's north perimeter is adjacent to La Gloria Street/Liberty Avenue. The properties north of the project site are in the unincorporated area of Riverside County, but within the city's sphere of influence. Beyond these streets are single family residences however a plant nursery and a manufacture of stone products (such as fountains and other outdoor garden products) are located near the northeast perimeter of the site.

East: Temescal Canyon Road is adjacent to the project site's perimeter with undeveloped land and an improved storage facility located beyond this street.

South: Tom Barns Street is adjacent to the project site's perimeter with The Crossing shopping center located beyond. The shopping center contains about 1.1 million square feet of commercial/retail buildings with associated parking lot and landscaping.

West: Interstate 15 is adjacent to the project site's perimeter with single family residences located beyond.

GENERAL PLAN \ ZONING:

General Plan
The General Plan of the project site is Light Industrial (LI). The city's General Plan was last updated in 2004 and the project site was designated LI under the general plan update. Therefore, no change to the General Plan land use on the project site has occurred since 2004.

Zoning
The project site is within the El Cerrito Specific Plan (SP91-2), which is the document governing the zoning of the project site. The project site is zoned Light Industrial by SP91-2. The LI zone is intended for light manufacturing, light industrial, office and service-related uses.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Per CEQA Guidelines Section 15206 (b)(2)(E), an industrial project is of statewide, regional, or areawide significance if the proposed project meets any of the following criteria:

> *A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupy more than 40 acres, or have more than 650,000 square feet in floor area.*

The proposed project is approximately 75 acres and will have 1,074,771 square feet of building area. Therefore, this initial study/mitigated negative declaration is being submitted to the State Clearinghouse for review and comment.

STAFF RECOMMENDATION:

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

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

__ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: January 2, 2020 Prepared By: _Joanne Coletta, Community Development Director

Contact Person: Joanne Coletta Phone: (951) 736-2434

AGENCY DISTRIBUTION
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

X State Clearinghouse (all CA agencies)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

___X__ SCAG, Riverside County Regional Office3403 10th Street, Suite 805
Riverside, CA 92501

UTILITY DISTRIBUTION

___X____ Southern California Edison

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

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

Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona 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)	☐	☐	☐	☒
b. Conflict with surrounding land uses	☐	☐	☐	☒
c. Physically divide established community	☐	☐	☐	☒

Discussion:

a.

The project site is within the boundary of the El Cerrito Specific Plan (SP91-02). The specific plan covers 2,928 acres including the project site. The specific plan zoning for the project site is Light Industry (LI) in Planning Areas 1 and 2. The specific plan governs the land uses and development standards for the project site. The General Plan designation for the project site is Light Industrial. Therefore, the project site's zoning and General Plan are consistent and do not conflict with the city's adopted land use plans.

b.

The intended development of the project site for industrial purposes does not conflict with surrounding land uses. The project site is surrounded by developed land uses that consist of street rights-of-way, single family residences, a nursery, light industrial buildings, an improved outdoor storage facility for recreational vehicles and commercial/retail buildings within a neighboring regional commercial shopping center. The project site would be developed in accordance with the development standards established for the LI designation which includes required building setbacks to property lines, landscaping requirements, maximum building heights, equipment screening and parking. Additionally, the developed pads on the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower). Where the northeasterly perimeter of the project site is across from the nursery and industrial buildings the graded pad elevations on average will be 2.5 feet lower. The northerly area of the project site having the greatest difference in elevation will include an inward facing manufactured slope covered with landscaping. Therefore, the landscaping along this manufactured slope will provide suitable buffering to the residential properties and is not considered to have an impact.

c.

The project site is undeveloped and vacant and is adjacent to streets on the north, east and south sides and Interstate 15 to the west. Therefore, the project will not divide an established community and is not considered an impact.

2. POPULATION AND HOUSING:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	☐	☐	☐	☒
b. Displace substantial numbers of existing housing or people	☐	☐	☐	☒

787

Discussion:

a.

The project site being developed for light industrial purposes and would not induce substantial population growth in the city. The project would increase the city's service population, but not the city's overall residential population. Therefore, this is not considered an impact.

b.

The project would not displace existing housing or people as the site is undeveloped and vacant of structures. Therefore, this is not considered an impact.

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

Discussion:

a.

The project site is not located within the presently defined boundaries of an Alquist-Priolo Earthquake Fault zone (Corona General Plan, 2004) or a county of Riverside fault hazard zone (County of Riverside GIS website, 2018). Active fault zones regional to the project site include the Chino-Central Avenue fault, the Elsinore fault, and the Whittier fault, but none of those are active faults transecting the project site. The risk of surface rupture from active faults is considered negligible because of the absence of known active faults on the site. However, ground cracks can and do appear on sites due to strong seismic shaking associated with earthquakes, imperfections in subsurface strata, and the expansive nature of some soils near the ground surface. Therefore, the possibility of minor cracks in the ground surface are likely but not significant. Therefore, this is not considered an impact.

b & c.

The project site in addition to the adjacent 113.5 acres to the south was formerly mined for sand under Surface Mining Permit No. 109 issued by Riverside County in 1978. The mining operations ceased in 1997. The 113.5 acres to the south have since been developed as a regional shopping center consisting of 1.16 million square feet of building area with associated parking and landscaping. As part of the mining reclamation process on the project site, approximately 800,000 cubic yards of dirt was mass graded across the site. Presently, the project site gently slopes to the east and toward existing drainage inlets. An incised drainage course existing along the southerly perimeter of the project site and contains annual weeds and grasses and numerous brush and small trees. The project site will once again need to be graded to accommodate precise building pads associated with the project, which involves 735,000 cubic yards of cut and 673,000 cubic yards of fill across the site. The buildings on the project site will be of typical concrete tilt-up construction with the buildings being no greater that two stories. Based on the geotechnical investigation performed on the project site and the grading anticipated for the project, the building pads are anticipated to be either fill or transition pads that will require overexcavation and recompaction. If imported soil is necessary to balance the site for the creation of certain building pads, the process should be observed and approved by the soil engineer to verify compliance with project specifications in accordance with approved grading plans. Therefore, mitigation

is necessary to ensure this impact is less than significant. (Mitigation Measure 3-1).

d & e.

The geotechnical investigation done by South Shore Testing and Environmental (October 2018) on the project site used historical data and previous geotechnical reports performed on the project site. Due to the previous mining three pit ponds were created in the central portion of the project site but were filled during the reclamation process. The following provides a brief description of the geological units underlying the site that are considered pertinent to the proposed development.

Undocumented Fill

Pond 1 shown on the mining reclamation plan reportedly had undocumented fill left-in place and a surcharge fill with a minimum thickness of 20 feet was constructed where existing undocumented fills were left-in place. Settlement monuments were constructed to monitor settlement beneath the surcharge fills. The monitoring continued from August 2005 to February 2012, when a fire destroyed the monitoring equipment. Based on the latest sets of settlement data collected from the monitoring system it was determined that the surcharged induced settlement appeared complete. The surcharge soils were removed and used to fill in the remaining low areas of Pond 3 and the disposal area.

Engineered Fill

Areas of compressible soils underlying the subject site were removed and replaced with engineered fill. Engineered fill includes most of the project and extends to a depth of approximately 40 feet to over 140 feet below grade surface (bgs). The fill consists predominately of silty Sand, clayey Sand and sandy Clay and is considered suitable for support of structural fills or structures.

Colluvium

Colluvial soils have been mapped at the ground surface on the northwesterly portion of the site. This soil reportedly consists of silty Sand, clayey Sand, and sandy Clay that is not considered suitable for structural fills or structures with recompaction. The preliminary mass grading plan for the project anticipates this soil to be removed during mass grading operations.

Older Alluvium

Older alluvium was encountered at shallow depths on the easterly portions of the site overlying granitic bedrock. This soil is overlain approximately 30 feet of engineered fill and generally consisted of sandy Silt. Where undisturbed this soil is dense and suitable for support of structural fills or structures.

Silverado Formation

Sedimentary bedrock units of the Silverado formation underlie most of the site at depths varying from 40 feet to 140 feet and is exposed at the ground surface on the westerly portion of the project site. This soil is usually fine-grained silty sandstone with frequent sandy siltstone and siltstone interbeds.

Granitic Bedrock

Granitic bedrock is anticipated to underlie the project site at depths encountered on the easterly portion of the site. Where undisturbed this bedrock is dense and suitable for support of structural fills or structures.

Based on the project's geotechnical investigations (SST&E, 2018), development of the project site is feasible and safe from a geotechnical standpoint provided that certain mitigation measures contained within the investigation report are implemented during the design and construction of the project. Therefore, the implementation of MM 3-1 noted above and MM 3-2 reduces potential geological impacts to less than significant.

f.

The project's geotechnical investigation indicates there was an observation, classification and previous testing that indicate near surface soils have a medium expansion potential (Expansion Index of 50 & 86) consisting of plastic clayey Sand and silty Clays. To reduce the potential for heave of finish grade, it was previously recommended that soil exhibiting an expansion index greater than 50 be removed from the upper 4 feet of finish pad grade. Therefore, mitigation is recommended to ensure this potential impact remains less than significant (MM 3-3)

Mitigation Measures

MM 3-1

789

On-site grading shall be done according the recommendations of the preliminary geotechnical investigation prepared by South Shore Testing and Environmental (October 2019). Recommendations include: a) site specific grading instructions contained

in Appendix C of the report which covers site preparation, compacted fills, cut slopes, trench backfills and grading controls, b) structural fill placed in pad areas should be suitably processed by moisture conditioning to near optimum moisture content, then compacted in the upper 12-inches to the minimum compaction requirement prior to placing fill; and c) no structural fill shall be placed within the building areas on any ground without first being observed by licensed civil engineer or geologist and that written certification be provided that the ground is competent and prepared to receive fill.

MM 3-2

Corrosivity suite testing should be performed at the completion of rough grading including soluble sulfate, chloride, PH, and resistivity testing to determine the type of concrete to be utilized on-site.

MM 3-3

During the grading of the project site testing of the subgrade soils should be conducted to evaluate the expansive nature of the subgrade soils. If highly expansive soils are discovered, overexcavation of the slope face should occur and shall be replaced with very low to medium expansion soils during grading. This evaluation shall be monitored and evaluated by the project's licensed civil engineer and/or geotechnical/soil engineer. The foundation design parameters should be developed specific to the design of the final foundation scheme at the completion of grading.

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

Discussion:

a.

A preliminary water quality management plan (WQMP) was prepared by LDDC (2019) for the project site. The project site will be improved with an on-site drainage system that will treat/filter off-site flows coming across the project site and on-site flows before being discharged into the city's public storm drain. Water treatment will be done through the modular wetlands being created on the project site. The modular wetlands are located in areas throughout the project site and in the path of water flows. The modular wetlands are a biofiltration system that flushes out pollutants picked up from surface runoff occurring across impervious surface, such as asphalt from parking lots. These types of surfaces normally have oil residue and other types of pollutants that are captured with water runoff. Therefore, before the water is discharged into the underground retention box and the discharged into the city's public storm drain, the modular wetlands are designed to filter out and capture the pollutants. As part of the issuance of a grading permit, the applicant is required to comply with the their approved WQMP.

The city's Public Works inspector also inspects the project site for compliance with the WQMP during the on-site grading process and at the time of project completion. Therefore, the project will not impact or violate water quality standards.

b.

The project's construction and operation are not expected to come in contact with groundwater resources that would require groundwater resources to be pumped from the site. Pursuant to CEQA Guidelines Section 15155, the project meets the criteria as a water demand project and therefore requires the preparation of a water supply analysis. An industrial project is defined as a water demand project if: a) the project would house more than 1,000 persons, b) occupy more than 40 acres, or c) have more than 650,000 square feet in floor area. Based on the project's site plan, the project site is approximately 75 acres and will have 1,074,771 square feet of building area. The city's water resources are derived from groundwater basin. Discussion on groundwater resources and the availability of water resources are discussed under Section 12 (d) (sufficient water supply/compliance with UWMP) of this initial study. The project will not deplete groundwater resources and therefore this is not an impact.

c, d, g & h.

The project site accepts water flows from the north from a tributary area of approximately 18 acres. No tributary flows come from the freeway right-of-way nor from the rights-of-way on Tom Barns Street and Temescal Canyon Road. The project is designed to accept off-site runoff from the north which will bypass the project site through proposed underground storm drains that will accept flow from proposed on-site catch basin inlets that discharge into modular wetlands for treatment and then into underground retention boxes. The modular wetlands are placed next to the underground retention boxes which are strategically located in the parking lot serving the industrial building. The project is anticipated to have 14 retention boxes and modular wetlands spread across the project site. The overflows of these on-site retention boxes will discharge into a proposed underground storm drainage system that discharges into the public storm drain in Tom Barns Street. An existing box culvert running from Interstate 15 takes the water flow through Tom Barns Street and continues southeasterly across Temescal Canyon Road toward the Temescal Creek.

The hydrology study (LDDC, 2019) prepared for the project calculated storm water runoff using Corona rainfall data. Off-site runoff was assumed to be 40% impervious area for single family residential, the project site was assumed to be commercial using approximately 90% impervious area in most subareas and the graded slopes were assumed to have 80% impervious area. Based on the modeled formula used in the hydrology study, the volume of stormwater runoff generated by post development of the project site increases from the volume under existing conditions. However, the volume of retention provided by the proposed underground retention boxes is greater than the increase anticipated from stormwater runoff; therefore, the project will not increase the volume of stormwater discharge. Due to the design of the on-site drainage system and the existing public storm drain systems constructed off-site, the project site is designed to properly accept water flow across the site and will not result in increased flooding hazards on-site or in the surrounding area. Therefore, this is not an impact.

e.

The water quality management plan discussed in the above sections for the project is intended to prevent pollutants from being passed through surface water and groundwater. Implementation of the water quality control measures described by the project's WQMP will prevent the degrade of surface and ground water quality and therefore this is not considered an impact.

f.

The project site is not mapped within a 100-year flood zone (Corona General Plan 2004, Figure 5.2-1). Therefore, the project will not have a flood hazard impact. Additionally, as described above in the previous sections, the project will have proper drainage infrastructure constructed on the site that will divert water flow into the city public storm drain.

5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with air quality plan	☐	☐	☐	☒
b. Violate air quality standard	☐	☐	☐	☒

c. Net increase of any criteria pollutant	☐	☐	☐	☒
d. Expose sensitive receptors to pollutants	☐	☒	☐	☐
e. Create objectionable odors	☐	☐	☒	☐

Discussion:

a, b, c & d.

An Air Quality Assessment was prepared by Ldn Consulting, Inc. (June 2019) for the project. The air quality assessment was prepared to determine the project's compliance with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the South Coast Air Basin (SCAB), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The district prepares Air Quality Management Plans (AQMP) to demonstrate how the region will reduce air pollution emissions to meet the federal and state health-based standards to comply with Clean Air Act requirements and will be ultimately a part of the SIP. SCAQMDs latest adopted AQMP was adopted in March of 2017 (SCAQMD, 2017).

More specifically, the AQMP identifies the path South Coast Air Basin must take for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the federal Clean Air Act. The City of Corona lies within the SCAB. The SCAQMD is the government agency, which regulates sources of air pollution within the City of Corona.

To determine whether a project would create potential air quality impacts, the City of Corona uses South Coast Air Quality Management District's (SQAQMD) Air Quality Thresholds. The screening thresholds for construction and daily operations are shown below in Table 5-1.

Table 5-1
Screening Threshold for Criteria Pollutants

Pollutant	Total Emissions (Pounds per Day)
Construction Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	100
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75
Operational Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	55
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	55

Criteria pollutants are measured continuously throughout the SCAB. This data is used to track ambient air quality patterns throughout the surrounding area. This data is also used to determine attainment status when compared to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The SCAPCD is responsible for monitoring and reporting monitoring data. The District operates approximately 30 monitoring sites that collected data on criteria pollutants within the SCAB. Ambient Data was obtained from the California Environmental Protection Agency's Air Resources Board Website (California Air Resources Board, 2018). Table 5-2 identifies the closest criteria pollutants monitored to the project as well as identifies the relative distance to the project site. The Lake Elsinore monitoring station is located approximately 16 miles from the proposed project site.

Table 5-2
Three Year Ambient Air Quality Summary (Monitoring Closest to Project Site)

Pollutant	Ambient Monitoring Site	Averaging Time	CAAQS	NAAQS	2015	2016	2017
O_3 (ppm)	Lake Elsinore	1 Hour	0.09 ppm	-	0.131	0.124	0.121
	Lake Elsinore	8 Hour	0.070 ppm	0.075 ppm	0.098	0.093	0.098
PM_{10} (µg/m^3)	Lake Elsinore	24 Hour	50 µg/m^3	150 µg/m^3	90.7	99.7	134.1
	Lake Elsinore	Annual Arithmetic Mean	20 µg/m^3	-	20.1	22.4	23.6
$PM_{2.5}$ (µg/m^3)	Lake Elsinore	24 Hour	-	35 µg/m^3	41.7	31.5	27.2
	Lake Elsinore	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	-	9.7	11.3
NO_2 (ppm)	Lake Elsinore	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	0.008	0.008	0.008
	Lake Elsinore	1 Hour	0.18 ppm	-	0.047	0.051	0.049
All ambient emissions reported are assumed to be taken by the district in compliance with both the NAAQS and CAAQS. Methodologies for those measurements are discussed in Table 2.1 of this report.							

The SCAQMD also created methodology for calculating Localized Significance Thresholds (LSTs) for NO2, CO, PM2.5 and PM10. The LST methodology is to be used as a tool to assist lead agencies in analyzing localized impacts associated with site specific project proposals. The LST methodology is often used in the preparation of CEQA documents to determine localized impacts from a project. SCAQMD developed mass rate look-up tables for projects less than five acres to assist local agencies with the development of LSTs, however LST guidelines recommend project specific air quality dispersion modeling for projects greater than five acres (South Coast Air Quality Management District, 2014). Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations and is now used throughout the world.

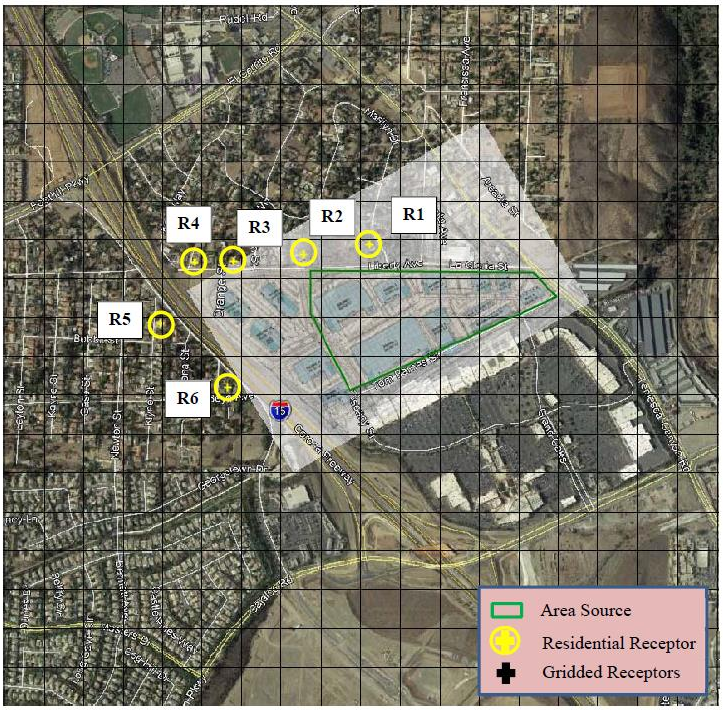
Per the requirements of SCAQMDs LSTs methodology, emissions for gases in attainment such as NO2 and CO are calculated by adding emission impacts from the project development to the peak background ambient NO2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. Also, according to SCAQMD Rule 403, emissions for non-attainment particulate matter such as PM 10 and PM 2.5 can produce no more than 10.4 µg/m3. Demonstrating a projects compliance with SCAQMD screening thresholds demonstrate compliance with SCAQMDs AQMP and is critical to ensuring less than significant impacts when it comes to evaluating if a project will conflict with an air quality plan or violate an air quality standard under CEQA.

The project's air quality assessment (Ldn Consulting 2019) assessed emissions for both project construction related activities and project operational related activities. The results of those assessments are described in the following.

Project Construction Emissions

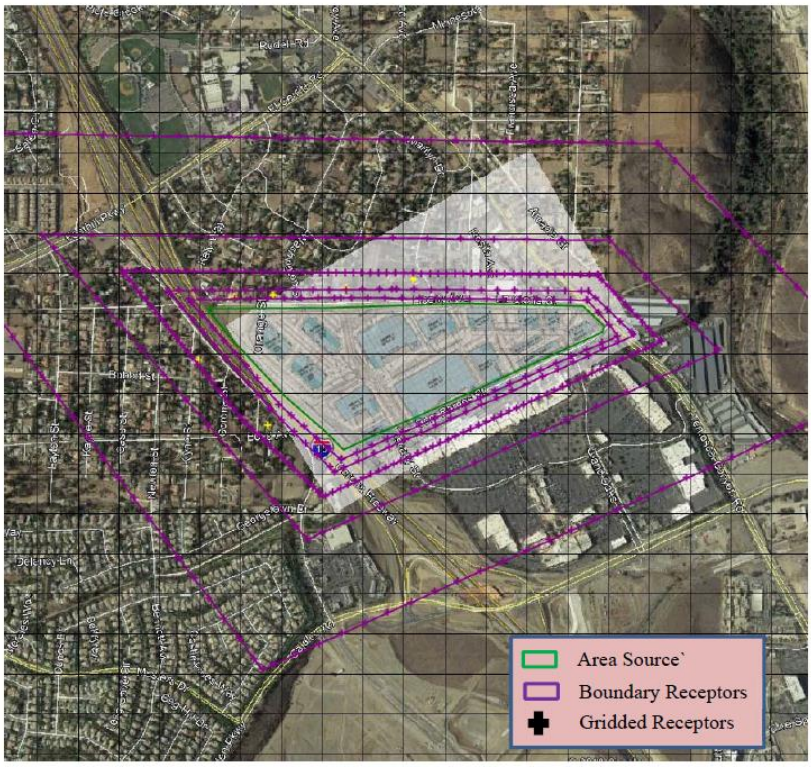
The project's air quality assessment describes in detail the methodology used in determining air quality impacts related to project construction. In summary, project construction emissions were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling software used within this analysis. A graphical representation of the modeling locations is shown below in Figure 5-1. The grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, four sensitive receptors were added to determine annual diesel exhaust emissions at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles. The proposed project would be built out in two phases however for purposes of a worst-case analysis, the project was analyzed over one phase. Using AERMOD the dispersed concentrations of diesel particulates are estimated at the nearest residential homes and are used to evaluate estimated risk exposure. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of the following age groups: a) 3rd trimester, b) 0<2, c) 2<9, d) 2<16, e)16<30 and f) 16-70 years.

Figure 5-1
Receptor Modeling Locations



Localized Threshold Construction Impacts (LSTs) were also calculated for the project during construction. The AERMOD dispersion model was used to calculate project level air quality emissions for NOx, and PM10 emissions, which used an area source method with an area equal to the project boundaries and a source height of 3 meters. A series of concentric boundary receptors (Purple Polygons) was then utilized which represents the typical distances used by SCAQMD to calculate LSTs. The layout of the area source modeling and boundary sources are shown below in Figure 5-2.

Figure 5-2
AERMOD Area Source Modeling and Boundary Sources



Construction dates for the project were estimated to initially occur in early 2020 with the movement of earthwork estimated to take about 3 months. Once the earthwork is completed, the project would pave roads and start on-site building construction. Buildout of the project was expected to be in mid-2021 as a worst-case assumption. Table 5-3 shows the expected timeframes for the project's construction phases, which includes project infrastructure, facilities, improvements and industrial buildings at the project site as well as the expected number of pieces of construction equipment.

Table 5-3
Construction Phasing

Equipment Identification	Proposed Start	Proposed Completion	Quantity
Site Preparation	01/01/2020	01/14/2020	
Rubber Tired Dozers			3
Tractors/Loaders/Backhoes			4
Grading	01/15/2020	02/25/2020	
Excavators			2
Graders			1
Rubber Tired Dozers			1
Scrapers			2
Tractors/Loaders/Backhoes			2
Paving	02/26/2020	03/24/2020	
Pavers			2
Paving Equipment			2
Rollers			2
Building Construction	03/25/2020	05/18/2021	
Cranes			1
Forklifts			3
Generator Sets			1
Tractors/Loaders/Backhoes			3
Welders			1
Architectural Coating	08/12/2020	05/18/2021	
Air Compressors			1
This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.			

Project Construction Emission Results

The calculated emissions for project construction are shown below in Table 5-4. Based on the established thresholds established by the District's AQMP, the project would not exceed daily emissions during the project's construciton phases.

Table 5-4
Expected Project Construciton Emissions

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
2020 (lb/day)	27.07	50.26	36.83	0.10	18.27	2.20	20.47	9.98	2.02	12.01
2021 (lb/day)	26.65	31.46	35.08	0.10	4.90	1.11	6.01	1.32	1.05	2.36
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	-	-	**150**	-	-	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	-	-	**No**	-	-	**No**

The project's air quality assessment also did a health risk assessment for project construction. Based on the modeling used for the assessment, PM10 from onsite construction equipment would cumulatively produce 0.01095 tons over the construction duration (503 calendar days) or an average of 0.00023 grams/second. It should be noted that the modeling assumed Tier 4 equipment would be used during construction. Tier 4 refers to the latest emission milestone established by the U.S. Environmental Protection Agency and the California Air Resources Board applicable to new engines found in off-road equipment including construction, mining and agricultural equipment, and stationary engines found in industrial and power generation applications. As of January 1, 2014, these emissions standards apply to new engines that power equipment commonly found in most construction and agricultural applications. Tier 4 compliant engines significantly reduce emissions of particulate matter (PM) and oxides of nitrogen (NOx) to near zero levels. Relative to previous emissions standards, Tier 4 compliant engines reduce emissions by over 95 percent for most agricultural and construction equipment.

The average emission rate over the grading area is 8.61x10-10 g/m2/s, which was calculated as follows:

$$\frac{0.00023\frac{grams}{second}}{66acres * 4{,}046\frac{meters^2}{acre}} = 8.61 * 10^{-10}\ \frac{\frac{grams}{meters^2}}{second}$$

Utilizing the AERMOD dispersion model, the peak maximum concentration is 0.0299 µg/m3 at the nearest residential receptor to the north during the worst-case construction period. Therefore, utilizing the risk equation identified in the project's air quality assessment, the inhalation cancer risk for 70 years is 7.24 which will not exceed the 10 in one million thresholds. Therefore, the project is not considered to have a health risk during construction. To ensure this risk remains less than the significant, MM 5-1 is required for the project.

The LST methodology used for project construction incorporated background ambient air quality data. The project's air quality assessment utilized the AERMOD dispersion model for these calculations using an urban setting to determine project level emissions for NOx and PM10. Emissions were calculated utilizing multiple point sources over the project site. Total construction emissions were used as taken from CalEEMod and were normalized to the corresponding averaging time used by CAAQS methodology. An offset group of receptors were used consisting of concentric points outwards at 25, 50, 100, 200 and 500 meters were used however for purposes of graphing a 50-meter spaced discreet receptor grid was included. Also, Tier 4 equipment was also assumed to be used in this calculation.

The results showed worst case NOx and PM10 would cumulatively produce 0.5381 and 0.2313 tons respectively over the construction duration of 503 construction days. The average rate over the project area is 0.0112 and 0.0048 grams per second or 6.08 x10-8 g/m2/s and 2.61 x10-8 g/m2/s for each pollutant during the construction day and was modeled as such within AERMOD. Furthermore, the emission output plots are shown in the project's air quality assessment (Ldn Consulting, Figures 4-B and C). Based on the calculations, it was determined the project would not result in emissions that would exceed the LST. Therefore, with the implementation of MM-5-1, this is not considered a less than significant impact. Table 5-5 shows the unmitigated results from AERMOD.

Table 5-5
AERMOD Modeling Results during Project Construction (unmitigated)

Pollutant	Averaging Time	Threshold	Background Ambient Air Quality Data		LST (µg/m3)	Project Contribution (µg/m3)					Sig.?
			Data	(µg/m3)		25 (m)	50 (m)	100 (m)	200 (m)	500 (m)	
NOx	1 Hour	0.18 ppm (339 µg/m³)	0.051 ppm	96.9	245.1	20.7	20.7	18.7	16	12.7	No
PM_{10}	24 Hour	10.4 µg/m3	134.1 µg/m³	134.1	10.4	2.1	2.0	1.6	1.2	0.67	No

Operational Emissions

The proposed project would generate emissions from daily operations which would include sources such as Area, Energy, Mobile, Waste and Water uses, which are also calculated within CalEEMod. Area Sources include consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Finally, mobile or transportation related emissions are calculated in CalEEMod through the use of EMFAC2014. The operational model is provided in the project's air quality assessment as Attachment A (Ldn Consulting, 2019). At the time the air quality assessment was prepared, the project's traffic impact analysis used an initial project building square footage of 1,124,290 square feet. Since the preparation of the air quality assessment, the project's building square footage was reduced to 1,074,771 square feet. Therefore, mobile or transportation related emissions assessed for the project use slightly greater assumed vehicle trips when compared to the revised project. Based on the initial traffic impact analysis prepared for the project, the traffic engineer estimated 4,127 daily trips. These trips were further broken down into anticipated land uses on the project site and trip generation rates were then calculated based on the assumed land uses for light industrial, industrial park, manufacturing and warehouse. These traffic numbers were utilized within the CalEEMod analysis.

The model estimates emission predictions for ROG, NOx, CO, SO2, PM10 and PM2.5 for area source assumptions.

Project Operational Emission Results

Project operational emissions are shown below in Table 5-6. Based on the calculated results, the project will not exceed daily pollutant thresholds and would not result in significant impacts related to operational emissions.

Table 5-6
Expected Daily Pollutant Generation

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	7.09	35.02	95.55	0.36	30.21	8.26
Total with Design Features (Lb/Day)	**31.31**	**35.85**	**96.36**	**0.36**	**30.27**	**8.32**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	6.80	35.79	89.69	0.34	30.21	8.27
Total with Design Features (Lb/Day)	**31.02**	**36.61**	**90.50**	**0.35**	**30.27**	**8.33**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

e.
The project can potentially create onsite odor generators associated with construction, such as asphalt paving and painting. However, these odors are considered short term and would cease once construction is completed. Therefore, due to the short- term nature of potential odors, this is not considered an impact.

Mitigation Measure.

MM 5-1.

The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.

6. TRANSPORTATION/TRAFFIC:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system	☐	☒	☐	☐
b. Conflict of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	☐	☐	☐	☒
c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction	☐	☐	☐	☒
d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions	☐	☐	☐	☒

e. Change in air traffic patterns	☐	☐	☐	☒
f. Traffic hazards from design features	☐	☒	☐	☐
g. Emergency access	☐	☐	☐	☒
h. Conflict with alternative transportation policies	☐	☐	☐	☒

Discussion:

a & h.

The project site is adjacent to existing roadways for Temescal Canyon Road and Tom Barns Street. Tom Barns Street is a fully improved local street and has a right-of-way width of 100 feet east of Grand Oaks. Tom Barns Street transitions to a 64-foot right-of-way west of Grand Oaks. Curb, gutter and sidewalks exist on both sides of the street.

Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes. The project will adhere to the city's street standards and will not affect the public transportation routes along Temescal Canyon Road nor conflict with alternative transportation policies. Therefore, this is not an impact.

Intersection Queue Length Analysis

To assess stacking/storage lengths at the intersection of Temescal Canyon Road at Tom Barns Street, a queuing evaluation was prepared by LL&G Engineers for the following movements:

- Eastbound Left-Turn/Through
- Eastbound Right-Turn

The queue analysis looked at the minimum required stacking/storage lengths for the turn lanes at Temescal Canyon Road and Tom Barns Street. The analysis considered existing conditions with project, Year 2022 with project, and Year 2040 with project traffic conditions. Based on the level of service anticipated by this project, the existing eastbound left-turn/through storage of 130 feet is not sufficient in the PM peak hour at the intersection of Temescal Canyon Road at Tom Barnes Street under existing conditions with the project. In Year 2022 with the project the existing eastbound left-turn/through storage of 130 feet is not sufficient to accommodate the forecast peak queue of 283 feet in the PM peak hour. Therefore, it is recommended that the eastbound approach be restriped to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This recommended design improvement is being added as mitigation to ensure the future performance of the circulation system is not impacted. (MM 6-1)

In Year 2040 with the project the eastbound storage is sufficient for all lanes to accommodate the forecast peak queues with the addition of planned improvements that would create a combined storage of 490 feet for the eastbound left-turn and through movements. These improvements would include restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction. The applicant's fair share cost toward this future improvement is being added as mitigation to ensure this impact is less than significant (MM 6-2).

The project's TIA also assessed the intersection of Temescal Canyon Road at Cajalco Road. It was noted in the study that the northbound left turn queue can be reduced from approximately 580 feet to 380 feet with the restriping of the northbound approach to provide three left-turn lanes, one through lane, and one northbound exclusive right-turn lane.

b, c & d

The Program EIR for the city's 2004 General Plan Update included build-out projections of the project site in addition to other undeveloped properties in the city in order to determine ultimate growth in a build-out condition. The 2004 General Plan Update broke down the city by Traffic Analysis Zones, commonly referred to as TAZ to determine the ultimate build-out potential of undeveloped property. The TAZ provides a micro analysis of properties as opposed to a citywide macro analysis. The transportation technical analysis used in the 2004 General Plan Update expressly included the project site within TAZ "t21". TAZ "t21" covered 193 acres, which includes 80 acres on the project site and 113 acres on the neighboring property to

the south. The project site in 2004 was assumed to have a build-out condition of 1,100,000 million square feet of industrial. The adjacent property to the south was assumed to have a build-out condition of 1,236,668 million square feet of commercial. The property to the south has since been developed with 1.16 million square feet of commercial/retail buildings, which is 76,668 square feet less than anticipated by the 2004 General Plan Program EIR. That development is part of a regional shopping center known as The Crossings.

The 2004 General Plan Program EIR assessed transportation impacts using Level of Service (LOS) standards. Intersections as well as certain roadway links, were studied as part of the 2004 General Plan Program EIR to determine LOS in existing conditions at the time the General Plan was prepared and LOS in build-out conditions in Year 2020. Since the adoption of the 2004 General Plan, recent state legislation was enacted by Senate Bill 743 that changes the way transportation impacts are identified and measured under CEQA. SB 743 requires that transportation impacts be measured by vehicle miles traveled (VMT) rather than level of service (LOS), which is the measurement that was used in the 2004 General Plan Program EIR. SB 743 becomes effective July 1, 2020, but local agencies can adopt local CEQA Guidelines implementing VMT thresholds prior to that date. The city's adopted 2019 Local CEQA Guidelines established thresholds for transportation impacts using VMT in lieu of LOS.

Although the city has adopted VMT thresholds pursuant to SB 743, as explained above, the project site was analyzed in the Program EIR for the 2004 General Plan Update. With respect to the environmental analysis required for later activities contemplated by a program EIR, CEQA Guidelines Section 15168(c)(1), provides as follows",

> *Later activities in the program must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared.*
>
> *(1) If a later activity would have effects that were not examined in the Program EIR, a new initial study would need to be prepared leading to either an EIR or a negative declaration. That later analysis may tier from the Program EIR as provided in Section 15152.*

The 2004 General Plan Program EIR showed the General Plan land use designation for the project site as light industry and calculated vehicle trips and level of service impacts in TAZ "t21" based on that assumption. The project, as proposed, does not change the General Plan land use designation and the project site is being developed in accordance with the build-out projections anticipated within TAZ 't21". The project proposes the development of 1,074,771 square feet of industrial buildings, which is 25,229 square feet less than the build-out projections assumed in the TAZ "t21". Therefore, because the vehicle trips anticipated for the proposed project were analyzed in the 2004 General Plan Program EIR and the proposed project maintains consistency with the 2004 General Plan, a full VMT analysis was not required for the project and the project's build-out is below the assumed growth projection for the project site.

SB 743 does not prevent local agencies from using LOS in their General Plan to determine a project's fair share participation in the construction of transportation improvements outside of CEQA. The city still utilizes LOS in its General Plan. Although no longer a requirement for CEQA in determining environmental impacts associated with LOS, the city can impose conditions of approval to require construction of certain transportation infrastructure improvements or payment of a fair share toward the cost of such improvements warranted by the project. A traffic impact analysis (TIA) was prepared by Linscott, Law & Greenspan (September 2019) to assess LOS impacts at certain street intersections and roadway links within the project site's study area. Detailed discussion of the LOS assessment is not required for this initial study, but the project's TIA determined that certain intersections needed modification at project opening and in Year 2040 due to the number of vehicle trips generated by the project. The project is forecast to create 3,585 average daily trips, with 462 a.m. peak hour trips and 469 p.m. peak hour trips.

The City of Corona considers LOS D to be the minimum acceptable LOS for all intersections that consist of collector and arterial roadways. In addition, the City of Corona considers LOS C to be the minimum acceptable LOS for local and collector streets in residential and industrial areas. The City of Corona General Plan Circulation Element Policy 6.1.6 states:

> *Maintain Level of Service D or better on arterial streets wherever possible. At some key locations, such as at heavily traveled freeway interchanges, LOS E may be adopted as the acceptable standard, on a case-by-case basis. Locations that may warrant the LOS E standard include Lincoln Avenue at SR-91, Main Street at SR-91, McKinley Avenue at SR-91, Hidden Valley Parkway at I-15, Cajalco Road at I-15 and Weirick Road at I-15. A higher standard such as Level of Service C or better may be adopted for local and collector streets in residential areas.*

The below intersections require modification and/or improvement with the project and are being included as mitigation measures to ensure potential impacts are less than significant.

<u>Year 2022</u>

Intersection at <u>State Street at Ontario Avenue</u>.

In Year 2022 without the project, the intersection is forecast to have LOS E in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS remains the same in the a.m. and p.m. peak hours. This deficient LOS is considered cumulative in

nature and not project specific. To improve the LOS to an acceptable level, the following improvements for this intersection include: a) stripe crosswalks on all legs, and b) installation of a traffic signal and a design for five-phase operation with protected left-turn phasing on Ontario Avenue.

Intersection at Temescal Canyon Road at Cajalco Road.

In Year 2022 without the project, the intersection is forecast to have LOS D in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS is forecast to have LOS E in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to modify the existing traffic signal to install eastbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.

Year 2040

Intersection at State Street at Ontario Avenue.

In Year 2040 without the project, this intersection is forecast to operate at LOS E in the a.m. and p.m. peak hours. In Year 2040 with the project, the LOS is forecast to have LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement is the same as that in Year 2022. However, in Year 2040 the project is responsible for paying 24.43% of the cost of the improvement.

Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road.

In Year 2040 without the project, this intersection is forecast to operate at LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS remains the same in the p.m. peak hour. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the planned improvement at this intersection is to modify the existing traffic signal to provide eastbound right-turn overlap phasing. The project is responsible for 21.67% of the cost to construct.

Intersection at Temescal Canyon Road at Cajalco Road.

In Year 2040 without the project, the intersection is forecast to have LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS is forecast to have LOS E in the a.m. peak hour and LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to restripe the west leg to provide the eastbound approach with a second exclusive eastbound left-turn lane; and modify the existing traffic signal to install eastbound right-turn overlap phasing and northbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.

e.

The closest airport to the project site is the Corona Municipal Airport located in the northwest area of the city. The project site is not located within the airport influence zones for the Corona Municipal Airport. Therefore, the project will not cause a change in air traffic patterns and is not an impact.

f.

Access to the proposed project site will be provided via one (1) full access driveway at the existing intersection of Grand Oaks at Tom Barnes Street. Three full access driveways will be provided along a new public street cul-de-sac on the westerly border of the Project site that will connect to the existing intersection of Tuscany Street at Tom Barnes Street. As a result of the site access analyses, the Project proposes to convert the two existing intersections along Tom Barnes Street to all-way stop controlled intersections.

The on-site circulation layout of the proposed project on an overall basis is adequate. A circulation evaluation was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles. The turning template was utilized to ensure that a large delivery truck (WB-67) could properly access and circulate through the project site. In order to accommodate the ingress westbound right-turn turning movement requirements of a WB-67 design truck into the project site, the project site plan needs to incorporate a curb return radii of 65 feet on the northeast corner of Project Driveway 1 at Tom Barnes Street and a curb return radii of 60 feet on the northeast corner of Project Driveway 2 at Tom Barnes Street. Therefore, the on-site driveway design does not create a traffic hazard and is not an impact.

g.

The project site has adequate emergency access from Tom Barns Street via Temescal Canyon Road and Grand Oaks from Cajalco Road. The project also has two driveways on Tom Barns Street; one located at the westerly end of the site and the

second located on the easterly end. Therefore, two points of access are provided to Tom Barns Street in addition to the project having two project driveways from the street. The project is not considered to have an impact on emergency access.

Mitigation Measures

MM 6-1

Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet. This improvement shall be done prior to the issuance of the first certificate of occupancy for the project.

MM 6-2

Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of TTM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.

MM 6-3
Intersection at State Street at Ontario Avenue (Year 2022). This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-4
Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). The developer is responsible for 100% of the cost associated with this improvement. The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-5
Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-6
Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-7
Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

7. BIOLOGICAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Endangered or threatened species/habitat	☐	☐	☐	☒
b. Riparian habitat or sensitive natural community	☐	☐	☐	☒
c. Adversely affects federally protected wetlands	☐	☐	☐	☒

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d. Interferes with wildlife corridors or migratory species	☐	☒	☐	☐
e. Conflicts with local biological resource policies or ordinances	☐	☐	☐	☒
f. Conflicts with any habitat conservation plan	☐	☐	☒	☐

Discussion:

a.

The applicant retained ECORP Consulting to perform a biological assessment on the project site (ECORP Consulting, December 2019).

Literature Review

ECORP biologists performed a literature review using the CDFW's California Natural Diversity Data Base (CNDDB; CDFW 2019a) and the California Native Plant Society's (CNPS') Electronic Inventory (CNPSEI; CNPS 2019) to determine the special-status plant and wildlife species that have been documented in the vicinity of the Project site. The CNDDB and CNPSEI database searches were conducted on July 23, 2019. ECORP searched CNDDB and CNPSEI records within the project site boundaries, plus the surrounding areas including Corona North, Lake Matthews, Riverside West, Prado Dam, Black Star Canyon, Santiago Peak, El Toro and Alberhill. The CNDDB and CNPSEI contain records of reported occurrences of federally or state-listed endangered, threatened, proposed endangered or threatened species, California Species of Special Concern (SSC), and/or other special-status species or habitat that may occur within or in the vicinity of the Project. A USFWS species list for the Project site was also taken from the Information for Planning and Consultation (IPaC) website. The assessment also included additional information from the following sources, but is not limited to:

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) *Web Soil Survey* (NRCS 2019);
- *State and Federally Listed Endangered and Threatened Animals of California* (CDFW 2019b);
- *Special Animals List* (CDFW 2019c);
- *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012);
- *The Manual of California Vegetation*, 2nd Edition (Sawyer et al. 2009); and various online websites (e.g., CalFlora 2019).

Using this information and observations in the field, a list of special-status plant and animal species that have potential to occur within the project site was generated. For the purposes of this assessment, special-status species are defined as plants or animals that:

- have been designated as either rare, threatened, or endangered by CDFW, CNPS, or the USFWS, and/or are protected under either the federal or California ESAs;
- are candidate species being considered or proposed for listing under these same acts;
- are fully protected by the California Fish and Game Code, §§ 3511, 4700, 5050, or 5515;
- are of expressed concern to resource and regulatory agencies or local jurisdictions; and/or
- are covered species under the MSHCP.

Special-status species reported for the region in the literature review or for which suitable habitat occurs on the Project site were assessed for their potential to occur within the project site based on the following guidelines:

Present: The species was observed on site during a site visit or focused survey.

High: Habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been recorded within five miles of the site.

Moderate: Either habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been reported in the database, but not within five miles of the site, or a known occurrence occurs within five miles of the site and marginal or limited amounts of habitat occurs on Site.

Low: Limited habitat for the species occurs on site and a known occurrence has been reported in the database, but not within five miles of the site, or suitable habitat strongly associated with the species occurs on site, but no records were found in the database search.

Presumed Absent: Focused surveys were conducted, and the species was not found, or species was found in the database search but habitat (including soils and elevation factors) is not present on site, or the known geographic range of the species does not include the survey area.

Field Survey

The biological reconnaissance survey was conducted on May 1, 2019 between 9:30 a.m. and 11:45 a.m. by an ECORP biologist. Weather conditions during the survey were warm, with clear skies, wind speeds of 3 to 8 miles per hour, and an average temperature of 76 degrees Fahrenheit.

The biological reconnaissance survey was done by walking the entire project site to identify the vegetation communities and wildlife habitats present. The biologist documented the plant and animal species present on the Project site, and the location and condition of the project site were assessed for the potential to provide habitat for special-status plant and wildlife species. Data were recorded on a Global Positioning System (GPS) unit, field notebooks, and/or maps. Photographs were also taken during the survey to provide visual representation of the various vegetation communities within the Project site. The project site was also examined to assess its potential to facilitate wildlife movement or function as a movement corridor for wildlife moving throughout the region. In addition, the biologist mapped the vegetation communities present on the project site.

Plant and wildlife species, including any special-status species that were observed during the survey, were recorded. Plant nomenclature follows that of *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012). Wildlife nomenclature follows Society for the Study of Amphibians and Reptiles (SSAR 2017), *Check-list of North American Birds* (American Ornithologists' Union [AOU] 2018), and the *Revised Checklist of North American Mammals North of Mexico* (Bradley et al. 2014). In instances where a special-status species was observed, the date, species, location and habitat, and GPS coordinates were recorded. The locations of special-status species observations were recorded using a handheld GPS in NAD 83, Universal Transverse Mercator coordinates, Zone 11S.

Property Characteristics

The project site consists of an undeveloped lot containing mostly non-native grassland, with a relatively flat topography. To the south, along Tom Barnes Street, is Joseph Canyon Wash located within a constructed channel and vegetated with restored riparian vegetation. A small patch of Riversidean sage scrub is associated with the western slopes adjacent to I-15. (Figure 7-1). Most of the project site had low vegetation growth at the time of the survey, with grasses of moderate height. Representative site photographs are included in Appendix C of the biological assessment (ECORP December 2019).

Figure 7-1
Vegetation Communities

Vegetation Communities

The project site is within an urban environment and was subject to surface mining, followed by mine reclamation, and therefore it has been subjected to repeated and ongoing disturbance from human activities. The entire project site is covered in nonnative annual grassland, with some Riversidean sage scrub along its western boundary (Figure 7-1). The area along Joseph Canyon Wash supports riparian woodland communities, but this area is not being affected by the proposed

development and has been set aside as a mitigation site. The plant species observed on the project site were nonnative or invasive weedy species over the majority of the area and native plant species are limited largely to the Joseph Canyon Wash Conservation Easement and the slopes adjacent to I-15, which were part of ongoing revegetation activities associated with environmental compliance for the Crossings Project. A portion of the site had a stormwater/detention basin that collected and managed storm flows. This consisted of an area that pooled stormflows shallowly. Although some limited riparian vegetation was present within this feature, the area was still vegetated overall by non-native grassland species.

Riparian Woodland community occurs along Joseph Canyon Wash, an earthen channel area dedicated as conservation under existing entitlements for the Crossings Project. Plant species within the channel were all planted along with the original restoration at the time the Crossings Project was constructed. The mitigation pallet contained western sycamore (*Platanus racemosa*), Fremont's cottonwood (*Populus fremontii*), toyon (*Heteromoles arbutifolia*), coast live oak (*Quercus agrifolia*), coyote bush (*Baccharis pilularis*), narrow-leaf willow (*Salix exigua*), black willow (*Salix goodingii*), arroyo willow (*Salix lasiolepis*), yerba mansa (*Anemopsis californica*), mule fat (*Baccharis salicifolia*) and blackberry (*Rubus ursinus*).

Most of these plant species are present, along with some volunteer species along the banks, including California buckwheat (*Eriogonum fasciculatum*) and western ragweed (*Ambrosia psilostachya*). The area receives flows from a storm drain system to the west of I-15, which enters into a cement channel beneath I-15 to empty into a drain that serves the restoration area. An overflow channel continues into a storm drain underneath Tom Barnes Street, to handle larger storm events. The system is augmented by runoff from urban developments and landscaping. It has also been irrigated for many years, while the restoration efforts have been ongoing.

Areas mapped as Riversidean sage scrub were a part of the slope revegetation that was included in the environmental compliance efforts for the Crossings Project. The vegetation on the slopes consists of California sagebrush (*Artemisia californica*), brittlebush (*Encelia farinosa*) and California buckwheat primarily. The understory is composed mostly of nonnative grasses including weedy species such as wild oat (*Avenua fatua*) and short-pod mustard (*Hirschfeldia incana*).

Areas mapped as nonnative annual grasslands dominate the site in a manner consistent with the frequent disturbance the Project site has undergone. Species present include wild oat, short-pod mustard, ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), cheat grass (*Bromus tectorum*), Bermuda grass (*Cynodon dactylon*), wild barley (*Hordeum* sp.), tree tobacco (*Nicotiana glauca*), dove weed (*Eremocarpus setigerus*), Russian thistle (*Salsola tragus*) and castor bean (*Ricinus communis*). The majority of these grasses and forbs are from the Mediterranean region, and have naturalized to southern California and elsewhere.

<u>Potential for Special-Status Plant and Wildlife Species to Occur on the Project Site</u>

Plant species observed on the Project site were generally characteristic of disturbed urban areas, and soils that have been heavily modified. The only native plant species were either of very low cover within the non-native grassland or were associated with revegetated areas along Joseph Canyon Wash or on slopes adjacent to I-15.

The literature search documented 53 special-status plant species (of those, 9 are federally and/or state listed and all of those are covered by the Western Riverside Multiple Specifies Habitat Conservation Plan [MSHCP]). Because the project site boundaries consist entirely of nonnative annual grassland, all were presumed absent due to lack of suitable habitat. A complete list of the 53 special-status plant species, with details regarding blooming periods, habitat requirements, and potential for occurrence designations, is included as Appendix A of ECORP's biological assessment (December 2019).

The project site provided habitat for a mixture of resident species adapted to disturbances and urban environments, along with others that are primarily using the site for foraging. One reptile species was observed during the survey, western fence lizard (*Sceloporus occidentalis*). Twelve bird species were observed during the reconnaissance visit: house finch (*Haemorhous mexicanus*), California towhee (*Pipilo crissalis*), house sparrow (*Passer domesticus*), common raven (*Corvus corax*), American crow(*Corvus brachyrhynchos*), rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), red-tailed hawk (*Buteo jamaicensis*), horned lark (*Eremophila alpestris*) and Anna's hummingbird (*Calypte annae*). During the survey, there was also a regional dispersion of painted lady butterflies (*Cynthia cardui*) and many hundreds were observed flying through the area.

The literature search documented 54 special-status wildlife species in the vicinity of the project site (15 of which are federally and/or state-listed and all of those are covered by the MSHCP). Most of those species were eliminated for consideration in the potential for occurrence analysis due to the lack of suitable habitat. A complete list of the 54 special-status wildlife species, with details regarding habitat requirements and potential for occurrence designations, is included as Appendix B of the biological assessment (Ibid).

Based on the biological assessment conducted by ECORP Consulting the project will not impact endangered, threatened species of habitat. 804

b.

Historically the project site was a subset of a 191.6-acre aggregate mining facility that operated under Surface Mining Permit 109. The mine ceased operation in 1997 and underwent mine reclamation activities shortly after the closure of the mine. In 2000, the portion of this former mine site to the south of Tom Barnes Street was rezoned to a commercial designation and approved for development into what is now the Crossings at Corona retail center (Tentative Parcel Map No. 29503). This resulted in subdivision of the project site from the larger property. As a part of that previous entitlement for the Crossings Project, a portion of land within the Latitude Business Park property along Joseph Canyon Wash was set aside in a Conservation Easement, located adjacent to Tom Barnes Street. This area is maintained for conservation purposes and is not a part of the planned development. As a part of the environmental commitments for the Crossings Project, surveys have been conducted on the Project site. These have included annual monitoring reports for the restoration effort within Joseph Canyon Wash (TPA 2006; 2007; 2008; 2009; 2010; 2011; 2012; 2013; 2014; and 2018) as well as a Phase I Biological and Burrowing Owl Assessment for the site (TPA 2018) (ECORP 2019).

The applicant's biologist did a desktop review to identify potential streams and hydric soils on the property. This entailed examination of the NRCS Soil Mapper (2019), National Wetland Inventory (NWI) mapping, and the USGS topographic mapping of the project site to aid in identifying potential biological constraints to the project due to jurisdictional streams. The only known jurisdictional feature within the project site is Joseph Canyon Wash, which has been channelized and is a part of a dedicated Conservation Easement located along Tom Barnes Street (Figure 7-2). This area is not affected by the proposed project.

Figure 7-2
Conservation Easement Boundary (Joseph Canyon Wash)

Although ECORP Consulting did not conduct a formal jurisdictional delineation, the assessment concluded no jurisdictional drainages, stream courses, and/or other water features were identified on the project site except for the area associated with Joseph Canyon Wash. This feature is considered jurisdictional to the USACE, SWRCB and CDFW because it is associated with an historic stream and connects to Temescal Canyon Wash. All of the jurisdictional portions of Joseph Canyon Wash and the associated riparian vegetation have been placed within a Conservation Easement and are not being impacted by the Project. Within the non-native grassland areas, there are shallow basins that collect water for stormwater management, and had limited riparian vegetation such as mule fat. These areas are, however, considered to be "stormwater control features created in dry land" and not considered jurisdictional to the USACE under 33 CFR Part 328.3.b (Definitions).

Based on the assessment provided ECORP Consulting, the project will not impact riparian habitat or sensitive natural communities.

805

c.

The biological assessment performed by ECORP Consulting showed the project site does not contain any state or federally protected wetlands or Waters of the U.S. other than those identified within Joseph Canyon Wash, which is being fully avoided

by the project. The development of the Project site will therefore not result in impacts to state or federally protected wetlands or Waters of the United States.

d.

Burrowing Owl Habitat Assessment

The City of Corona participates in the Western Riverside County MSHCP. The MSHCP has specific habitat assessment and survey requirements for burrowing owl. The project site is located within a designated burrowing owl survey area and, therefore, a burrowing owl habitat assessment and burrow survey was conducted in accordance with the MSHCP burrowing owl survey guidelines (County of Riverside 2006) in 2018 by The Planning Associates Group(TPA) in December 2018. No burrowing owls or potential owl burrows were identified during this survey. The burrowing owl is a California SSC and a covered species under the MSHCP. Burrowing owls historically occurred throughout much of California and the western United States; however, many former California populations have been extirpated. The burrowing owl inhabits open habitats, primarily grasslands and deserts. Burrowing owls require burrows for roosting and nesting cover. Although they often nest in abandoned California ground squirrel (*Otospermophilus beecheyi*) burrows, they will also use other small mammal burrows, pipes, culverts, and nest boxes, particularly where burrows are scarce (TPA December 2018). The project site did not provide suitable habitat for burrowing owl due to the lack of suitable burrows or burrow structure, absence of California ground squirrel activity, extremely dense vegetation in the central portion of the project site, and evidence of frequent mechanical disturbances throughout the entire project site (especially around the edges of the site). Nevertheless, a pre-construction survey for burrowing owls would be recommended prior to ground disturbance to ensure potential impacts to burrowing owls is less than significant (MM 7-1).

Raptors and Migratory Birds

Potential nesting habitat for migratory birds and raptors protected by the MBTA and California Fish and Game Code was present adjacent to the project site in particular within trees and shrubs associated with Joseph Canyon Wash. Raptors typically breed between February and August, and songbirds and other passerines generally nest between March and August. A pre-construction survey for raptor species is recommended prior to ground disturbance to ensure potential impact is less than significant (Mitigation Measures 7-2 and 7-3).

Wildlife Movement Corridors, Linkages, and Significant Ecological Areas

ECORP Consulting evaluated the potential of a wildlife corridor occurring on the project site. Wildlife corridors constitute linkages between habitat areas that allow wildlife species to move from one habitat area to another. Corridors vary in configuration and type, ranging from wide stream systems to narrow culverts in urban landscapes. Ideally a corridor provides some level of plant cover, water sources and food sources as well. The project site was assessed for its ability to function as a wildlife corridor. The project site is very disturbed and surrounded by development to the west, south, and east. Undeveloped areas within the project site are undoubtedly used by wildlife, but these areas are limited by the level of disturbance present. Joseph Canyon Wash provides some level of connectivity through the site and towards Temescal Canyon Wash, but this channel is very narrow, ranging up to around 100 feet in width. Also, to the west the channel becomes a concrete, urbanized feature that traverses beneath I-15. Wildlife use of the site is considered to be limited largely to small to medium sized mammal species, birds and smaller reptiles and amphibians. The lack of vegetative cover and the urban nature of the project site would likely deter larger wildlife species such as deer (*Hemonianus odocoileus*) and mountain lions (*Felis concolor*) from moving through the area. Therefore, the project would not impact a wildlife corridor.

e & f

The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in Western Riverside County. The MSHCP identified 146 species, referred to as “Covered Species,” for which the federal and California ESAs “take” authorization has been granted to signatories to the plan as long as they comply with its requirements. Of the 146 Covered Species within the MSHCP, 118 are considered to be “adequately conserved.” The remaining 28 Covered Species will be considered to be adequately conserved when certain landmark conservation requirements are met during the course of future development. The goal of the MSHCP is to maintain the biological and ecological diversity within a rapidly urbanizing region while also improving the future economic development in the county by providing an efficient, streamlined regulatory process through which development can proceed in and efficient way.

The Project site is located within the Temescal Canyon Area Plan and partially within Criteria Cell 2400 of the MSHCP (Figure 7-3). The target conservation acreage range for the Temescal Canyon Area Plan is approximately 29,555 to 31,870 acres and is composed of approximately 26,070 acres of existing Public/Quasi-Public Lands and 3,485 – 5,800 acres of Additional Reserve Lands. The City of Corona sits entirely within the Temescal Area Plan. The Project site is located within Subunit 3 – Temescal Canyon Wash West, an area whose chief goal consists of conserving native habitats associated with Temescal Canyon Wash, which is located approximately ¼ mile from the Project site’s eastern boundary.

Figure 7-3
MSHCP Cells

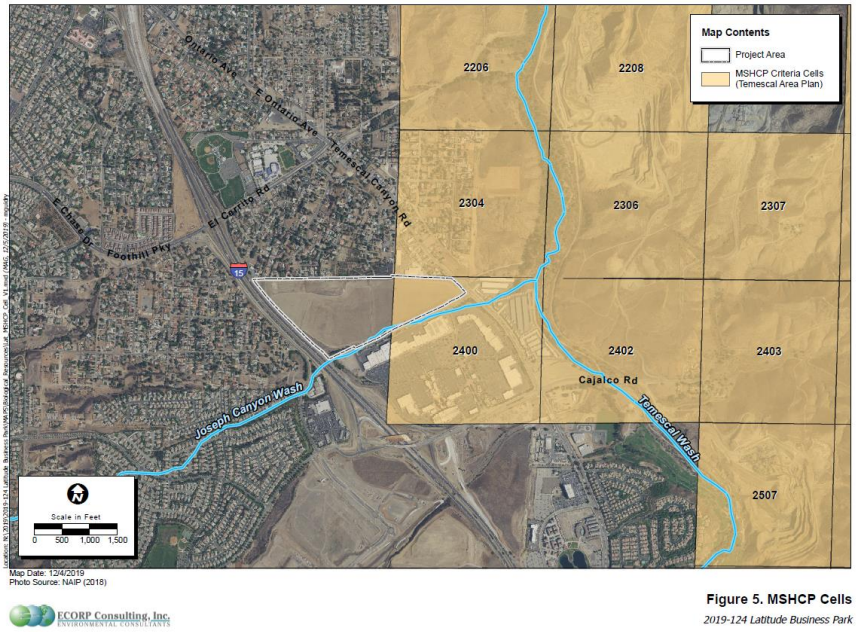

Figure 5. MSHCP Cells
2019-124 Latitude Business Park

Section 6.0 of the MSHCP requires assessment of the potential effects from the project on biological resources including riparian/riverine areas, vernal pools, and fairy shrimp, burrowing owl, and Narrow Endemic Plant Species. In addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted in order to address the indirect effects associated with locating proposed development in proximity of MSHCP Conservation Areas. These resources were assessed during the biological reconnaissance survey prepared by ECORP Consulting and are discussed below in relation to the project.

Riparian/Riverine, Vernal Pool, and Fairy Shrimp Habitat Assessment (MSHCP Section 6.1.2)
In accordance with Section 6.1.2 of the MSHCP, a habitat assessment was performed for riparian and riverine communities, vernal pools, and fairy shrimp. The project site, consisting largely of various loams, with only limited clays, did not contain vernal pool habitat or suitable habitat for fairy shrimp. Additionally, the soils within the site have been disturbed heavily by the former mine site and its reclamation.

Riparian/Riverine Areas
The only riparian vegetation observed on the project site is associated with Joseph Canyon Wash, an area that is avoided by the Project. This wash has been channelized into underground storm drain systems through residential and commercial areas to the west of Interstate 15, runs in an earthen channel along the southern site boundary and empties into Temescal Wash to the east of the site. Temescal Wash is an important regional waterway and wildlife corridor and remains the focus of several conservation efforts.

As a part of The Crossings mitigation and permits, Joseph Canyon Wash was replanted with riparian plantings, and since 2005 the wash has been monitored for compliance with the Crossings Habitat Mitigation and Monitoring Plan (HMMP) according to the Crossings Project environmental compliance measures. The wash currently supports a diverse variety of riparian plants including willows (*Salix* sp.), cottonwoods (*Populus fremontii*), western sycamore (*Platanus racemosa*), cattails (*Typha latifolia*) and mule fat (*Baccharis salicifolia*). There are also several understory species present typical of riparian areas as well as coastal sage scrub species along the banks of the channel. The area currently meets or exceeds its required success criteria. The Joseph Canyon Wash accounts for approximately one acre of the project site, averages 20 feet in width and is approximately 2,100 feet in length.

No defined channels or drainages were identified elsewhere on the Project site and the Project site did not contain any additional riverine resources. Per Section 6.1.2 of the MSHCP, “if an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term conservation of the area to be avoided, and associated functions and values, through the use of deed restriction, conservation easement, or other appropriate mechanisms.” Narrow Endemic Plant Species (MSHCP Section 6.1.3).

Vernal Pools and Fairy Shrimp
Vernal pools are seasonal wetlands that contain semi-impermeable soils, allowing water to perch for long periods of time, and concave topography. True vernal pools also support a variety of plant species that are specific to vernal pool ecological parameters. An area that is not a true vernal pool, such as a road rut or road pool, may exhibit similar characteristics. Vernal

pools and similar habitat areas tend to occur within clay soils zones. Soils within the Project site consist of Altamont series, Arbuckle series, Terrace Escarpments, Cortina Series, Temescal series and Vallecitos series soils.

The biological assessment indicated the project site did not contain any apparent vernal pool habitat or suitable habitat for fairy shrimp, although there were basins located on site whose purpose was to detain stormwater flows across the site. These basins were created as part of the mining reclamation and are shallow, are artificially created and are located within the southeast corner of the site within areas mapped as Arbuckle loam. The basins contain stand pipes that allow drainage and only hold stormwater during times immediately after storm events, and they do not hold water for long enough periods of time needed to support fairy shrimp. Within the MSHCP (Section 6.1.2), it states that "with the exception of wetlands created for the purpose of providing wetlands Habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions." For these reasons, the site is not considered to support fairy shrimp habitat or vernal pools.

Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4)

The requirements for Urban/Wildlands Interface for the management of edge factors do not apply to the project site or staging areas because the project site is not situated adjacent to any wildlands or MSHCP-designated Conservation Areas. The Project site and staging areas are relatively isolated from larger, contiguous blocks of native habitat and completely surrounded by residential development, urban development, and other anthropogenic land use. A net long-term increase of edge impacts within proposed conservation areas is not expected as a result of this project.

Because Joseph Canyon Wash is tributary to Temescal Wash, which is a part of Existing Core 2, indirect impacts to the wash should be minimized and avoided, where such impacts may affect downstream water and habitat quality. Runoff and toxins from the Project into Joseph Canyon Wash are the most likely potential indirect impact of this nature. In order to control release of toxins and runoff into downstream waters, each proposed lot of the project directs flows over the surface towards a catch basin inlet connected to an underground storage system which detains and regulates outflow through a modular wetland system to treat stormwater flows for each parcel per the County and State requirements. These treated storm flows discharge into proposed storm drains that connect to one of four existing storm drain laterals that have been extended into the site. The laterals extend northerly of the Joseph Canyon Wash area without disturbing it. The overall discharges for the site are below the levels these laterals were designed to accept due to the underground storage system detaining and slowing down discharge rates. These existing laterals are located on Lots 10 & 11 shown on TTM 37608 and the two street intersections and connect to the existing concrete box storm drain located in Tom Barnes Avenue. The Joseph Canyon Wash discharges into this storm drain box. There is no impact to the wash due to the reduction of design flows and treatment of all project flows prior to discharge. In addition, species listed in the MSHCP as invasive species (Section 6.1.4) would not be used in landscaping for the project.

Although the project site is located within a designated MSHCP Criteria Cells for conservation within Temescal Canyon Wash, and none of the portions of the cell located within site boundaries are designated for conservation, the development of the project site would be considered to be consistent with the MSHCP. The project's MSHCP consistency analysis is also being reviewed by the Riverside Conservation Authority (RCA), the agency that oversees the implementation of the MSHCP, as part of the joint project review (JPR) process with the city. The JPR process between the city and RCA shall be completed prior to the issuance of a grading permit for the project.

Mitigation Measures

MM 7-1

A pre-construction survey for burrowing owls should be completed within the Project site no more than 30 days prior to construction activities in accordance with the Western Riverside MSHCP burrowing owl survey guidelines (County of Riverside 2006). If burrowing owls are observed during the preconstruction survey, a specific mitigation methodology for the owl shall be determined in coordination with CDFW in order to reduce impacts to a level that is less than significant. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls.

MM 7-2

Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31). This will avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include establishmen of an avoidance buffer until nesting has been completed and periodic nest monitoring by the project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.

MM 7-3
Due to the potential presence of least Bell's vireo within Joseph Canyon Wash, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys shall be completed prior to any such activities, in order to rule out the presence of least Bell's vireo. Surveys involve eight surveys from April 10 through July 31, spaced at least 10 days apart. If least Bell's vireo is detected during the surveys, then all work within 500 feet of the location of the least Bell's vireo territory will be halted and the CDFW will be consulted regarding mitigation and avoidance measures during construction. At a minimum, an avoidance buffer will be planned and established in consultation with the CDFW to avoid indirect impacts to least Bell's vireo. The buffer is expected to be a minimum of 500 feet in width. The width of the avoidance buffer will be determined by the Project biologist, in consultation with the CDFW. Other mitigation measures may also be applied based on that consultation process.

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

Discussion:

The project site is a former mine site that was used for the mining of sand from 1978 to 1997. The mining operation was permitted by Riverside County per Surface Mine Permit 109. On-site reclamation started in 1997 when the mining operated ceased. The project site was massed graded and former quarry pits were filled during the mass grading process. The mineral resource on the site has been exhausted and the site was fully reclaimed in 2015. Therefore, the project will not result in the loss of mineral resources and this is not an impact.

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

Discussion:

a.

Project grading will not involve the transport or use of hazardous materials. As indicated, the project site was a former sand mine that has been reclaimed. The project site is also planned to be an industrial/business park that will include concrete tilt-up buildings, paved parking, and landscaping. The uses of the buildings are unknown at this time, but the buildings are required to adhere to occupancy standards in accordance with the California Building Standards Code. Future businesses involving the use of hazardous materials are also required to prepare and submit a hazardous materials occupancy report to the Fire Department. The Fire Department does an annual inspection of businesses to ensure the on-site quantities of materials are within the allowed occupancy of the building. Therefore, this is not an impact.

b & d

A Phase 1 Environmental Site Assessment was prepared by South Shore Testing and Environmental (October 2018) on the project site. The surface condition of the project site at the time of the assessment consisted of a formerly reclaimed clay mine and undeveloped land. The reclamation activity on the project site included a fill area from east to west, a fill disposal area and fill areas where quarry ponds once existed. The site is surrounded by numerous utilities which includes an MWD manhole, water valves and risers, a concrete pad with vault, and vent with electric meter and utility cabinet, six pad-mounted transformers, and a Corona Department of Water and Power switching station. A MWD 108-inch lower feeder line is located in a 25 foot to 30 foot wide easement adjoining the northern property line in La Gloria Street and Liberty Avenue. A City of Corona 10 inch water line is located along the northern portion of the subject property in addition to numerous water valves, settlement monitoring wells, vent risers, a 6 inch water line remnant, and a check valve assembly. A large diameter culvert is located along the southeast property line near the northeast property corner in addition to a line of dense trees representing the Joseph Canyon Wash. Two 36 inch corrugated metal pipe (CMP) risers are also located near the southeast property line. A 24 inch CMP pipe and riser connect in th area of Parcels 3 and 5 for drainage purposes, a CMP riser and drain pipe and riprap outlet are located in the approximately center of Parcel 3, a 36 inch CMP riser and drain pipe and riprap outlet are located in the southern portion of Parcel 5, a standpipe water valve is located in Parcel 4 and miscellaneous sign structures are located near Parcel 7.

Exterior surface run-off from the project site is expected to flow into the several observed storm water drains located at various points on the project site. The drains look as though they flow to the municipal stormwater system. At the time of the assessment, the drains appeared to be in good visible condition with no significant staining observed around the perimeters.

Hazardous materials handling and/or storage activities were not observed at the project site and there was no sign of hazardous waste generation or disposal activities during the on-site assessment.

Above ground storage tanks were not visually observed on the project site and no underground storage tanks were noted as part of the research done through U.S. Environmental Protection Agency database and Department of Toxic Substances Control's database.

Based on the field observations and literature review done on the project site the project is not located on a hazardous materials site and is not expected to release hazardous materials. Therefore, this is not an impact.

c.

The closest school to the project site is El Cerrito Intermediate School located 0.4 miles to the north on El Cerrito Road. The proposed use of the property will not result in the release of hazardous materials or emissions and therefore this is not an impact.

e.

The Corona Municipal Airport is located 6 miles northwest of the project site and outside of the boundaries of the airport influence zones. Therefore, the project will not conflict with the airport land use plan and this is not an impact.

f.

The project will not block public streets or evacuation routes from the project site. All construction, except for public infrastructure connections, and operations will occur on-site. The on-site circulation system will also provide two points of ingress and egress and designated fire lanes no less than 28 feet wide. Therefore, the project will not impair emergency response plans.

g.

According to fire hazard severity zone map provide by CalFire (2017), the project site is not located within wildfire hazard severity zone. Therefore, the increase risk of wildland fire is not an impact.

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

Discussion:

a.

The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth in the CMC. Residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard (7:00 a.m. to 10:00 p.m.) and a property line standard of 50 dBA Leq nighttime standard (10:00 p.m. to 7:00 a.m.) at the residential property line.

Direct Noise Impacts

A noise analysis for the project was prepared by Ldn Consulting (June 2019). To determine if direct off-site noise level increases associated with the development of the proposed project will create noise impacts, the noise levels for the existing conditions were compared with the noise level increase of existing plus the proposed project. Utilizing the project's traffic assessment (Source: LL&G Engineers, 2019), the noise levels for the roadways in the vicinity of the project site are shown Table 10-1 for the Existing plus Project Scenario. The below table is provided by the project's noise analysis.

Table 10-1
Existing Plus Project

Roadway	Segment	Noise Level @ 50-Feet (dBA CNEL)			Significant Impact
		No Project	With Project	Increase	
El Cerrito Road	I-15 NB Ramps and Ontario Ave	68.3	68.6	0.3	No
Temescal Canyon Road	El Cerrito Rd and Tom Barnes St	71.4	71.6	0.2	No
Tom Barnes	Tuscany St and Temescal Canyon Rd	66.1	67.4	1.3	No
Temescal Canyon Road	Tom Barnes Street and Cajalco Rd	70.5	70.8	0.3	No
Cajalco Road	I-15 NB Ramps and Temescal Canyon Rd	72.4	72.5	0.1	No

[1] Source: Project Traffic study prepared by LL&G Engineers, 2019

The values shown in the table do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in above table. The roadway segment noise levels will increase from 0.1 dBA CNEL to 1.3 dBA CNEL with the development of the proposed project. Therefore, the proposed project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

Cumulative Noise Impacts

To determine if cumulative off-site noise level increases associated with the development of the proposed project will create noise impacts, the noise levels for the cumulative conditions were compared with the noise level increase with the proposed

project. Utilizing the project's traffic assessment, the noise levels for the roadways in the vicinity of the project site are shown in Table 10-2 for the Cumulative plus Project Scenario. The below table was provided by the project's noise analysis.

Table 10-2
Cumulative Plus Project

Roadway	Segment	Noise Level @ 50-Feet (dBA CNEL)			Significant Impact
		No Project	With Project	Increase	
El Cerrito Road	I-15 NB Ramps and Ontario Ave	68.3	69.4	1.1	No
Temescal Canyon Road	El Cerrito Rd and Tom Barnes St	71.4	72.2	0.8	No
Tom Barnes	Tuscany St and Temescal Canyon Rd	66.1	67.7	1.6	No
Temescal Canyon Road	Tom Barnes Street and Cajalco Rd	70.5	71.4	0.9	No
Cajalco Road	I-15 NB Ramps and Temescal Canyon Rd	72.4	73.6	1.3	No

[1] Source: Project Traffic study prepared by LL&G Engineers, 2019

The values given do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in the above table. The roadway segment noise levels will increase from 0.8 dBA CNEL to 1.6 dBA CNEL with the development of the proposed project. Therefore, the proposed project's contributions to offsite roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

The project does not directly or cumulatively create a noise level increase of more than 3 dBA CNEL on any roadway segment. Therefore, the proposed project's direct contributions to offsite roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses. Therefore, this is a less than significant impact.

b & c

Operational Noise Levels

The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth Table 10-3. In example, residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard and a property line standard of 50 dBA Leq nighttime standard the residential property line.

Table 10-3
CMC Chapter 17.84 Noise Levels

STATIONARY NOISE SOURCE STANDARDS				
TYPE OF LAND USE	MAXIMUM ALLOWABLE NOISE LEVELS			
	Exterior Noise Level		Interior Noise Level	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	Not applicable	Not applicable
Industrial, Manufacturing or Agricultural	75 dBA	70 dBA	Not applicable	Not applicable

Source: Corona Municipal Code Chapter 17.84

The project site is designed for light industrial/business park uses and therefore may utilize noise-producing equipment including rooftop mechanical ventilation units and truck activities. The cumulative noise level from all equipment will vary at the property line depending on the location and orientation of the equipment, the amount of each type of equipment and the size of each type of equipment. It is important to note that the following projected noise levels assume the worst-case noise environment with the trucks and roof-top mounted mechanical ventilation all occurring at the same time. The reality is these noise levels will vary throughout the day. The mechanical ventilation may operate during nighttime hours and the delivery trucks may arrive during evening or morning hours.

Trucks

The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive residential land use exists over 800-feet to the north and the buildings are oriented so that the truck bays do not directly face north. It is also worth noting that the northerly perimeter closest to the residential land uses will include a downward slope facing the project site. This slope will be landscaped with a variety of shrubs and trees which will help buffer sound beyond the project site. The trucks utilizing these parking spaces and loading docks consist of regular trucks and refrigerated trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site).

A truck will take approximately 5 minutes to drive in the site and position itself into a parking or loading bay. Based on the fact that trucks are not allowed to idle for more than 5 minutes within the State of California, it's assumed that each trip would not exceed 5 minutes or 10 minutes per round trip. Conservatively, no reduction was taken for the reduced operational time for the trucks. The noise level reductions due to the buildings is anticipated to reduce noise by about 20 decibels due to the locations of the noise sources and the height of the buildings. To be conservative, based on the truck movements, only a 10 decibel reduction was accounted for in the reductions (Ldn Consulting June 2019). Therefore, truck activity is not expected to exceed the noise levels established by the CMC on the project site.

Roof-top Mechanical Ventilation Units

Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. Typically, mechanical equipment (HVAC) noise is 70-80 dBA at a distance of 3 feet from 3-ton to 10-ton units. The smaller buildings will have less units and smaller units. The larger buildings will have the larger sized units and number of units. Based on the site plans, the larger proposed buildings could have as many as ten (10) temperature control units (HVAC) located on the roof.

To determine the noise levels associated with the HVAC units on the northern buildings, the higher noise level of 80 dBA at 3 feet for each anticipated HVAC unit was utilized and as many as ten HVAC units would be in close proximity to each other and would operate at the same time. Based on the separation of each building and the separation of the HVAC units, cumulative noise levels from as many as ten HVAC units would be considered worst-case. To predict the worst-case future noise environment, continuous reference noise levels were used to represent the mechanical ventilation system. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition (Ldn Consulting June 2019).

HVAC units would be included on the roof of the proposed buildings and would be shielded by a mechanical screen and/or the roof parapet, which would further reduce the noise levels by 5 decibels or more (MM 10-3). The HVAC units would be spread out on the roof of the buildings with an average distance of 205 feet from Building 15 to the nearest residential property lines to the north and 225 feet from Building 14 and 290 feet from Building 2 (Figure 10-1).

Figure 10-1
Stationary Sources

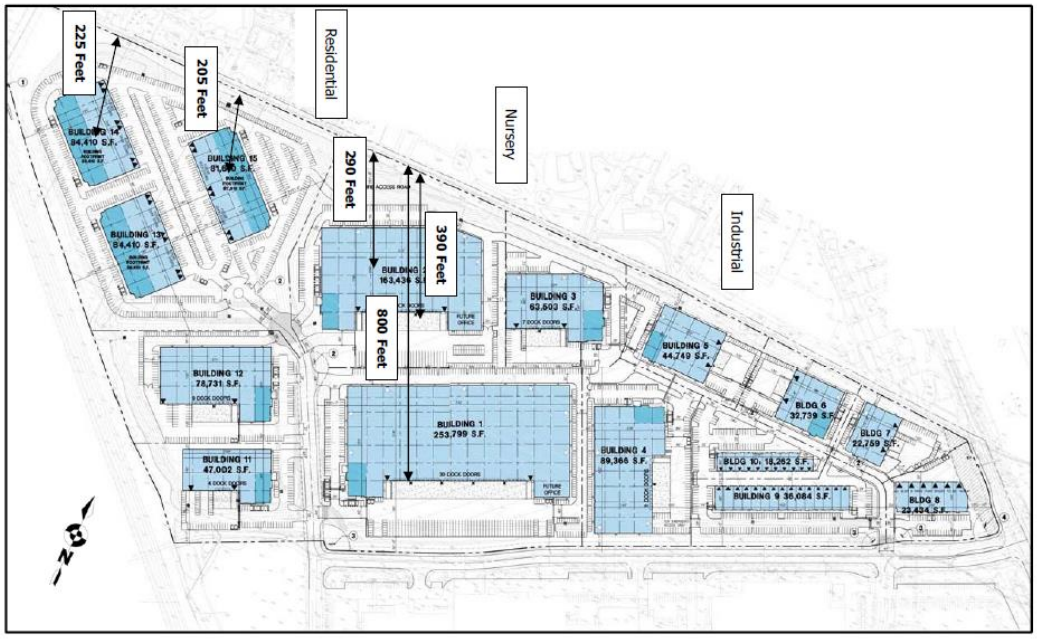

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Table 10-4 shows the HVAC units will comply with the city's nighttime 50 dBA Leq noise standards at the shortest average distance of 205 feet and no mitigation or impacts are anticipated. Therefore, project stationary noise is considered a less than significant impact.

Table 10-4
HVAC Noise Levels

Noise Level @ 3 Feet (dBA)	Quantity	Cumulative Noise Level (dBA)	Average Distance to Property Line (Feet)	Noise Reduction due to distance (dBA)	Noise Reduction for Shielding (dBA)	Resultant Property Line Noise Level (dBA)
80	10	90.0	205	-36.7	-5	48.3

d.

Construction Noise Levels

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment includes haul trucks, water trucks, graders, dozers, loaders and scrapers can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor and reduced to 63 dBA at 200 feet from the source.

The Project site will be mass graded in one phase using the grading equipment identified in Table 10-5. The equipment is anticipated to be spread out over the entire site. However, some equipment may be operating at or near the property line while the rest of the equipment may be located over 800-feet from the same property line. This would result in an acoustical center for the grading operation at approximately 400-feet to the nearest property line.

Table 10-5
Construction Noise Levels

Construction Equipment	Quantity	Source Level @ 50-Feet (dBA)[1]	Duty Cycle (Hours/Day)	Cumulative Noise Level @ 50-Feet (dBA)
Scraper	4	8	75	81.0
Compactor	2	8	75	78.0
Water Truck	2	8	70	73.0
Motor Grader	2	8	73	76.0
Loader	2	8	72	75.0
Dozer	2	8	75	78.0
Cranes	2	8	78	81.0
Cumulative Levels @ 50 Feet (dBA)				86.7

[1] Source: U.S. EPA 1971, U.S. DOT, 1995 and Empirical Data

Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City. The City of Corona Municipal Code, Section 17.84.040, limits construction activity to the hours of 7:00 a.m. to 8:00 p.m. from Monday to Saturday and from 10:00 a.m. to 6:00 p.m. on Sundays and federal holidays. However, to minimize noise impacts during construction, mitigation is recommended to reduce the impact to less than significant.

e.

The project site is not located within the Corona Municipal Airport influence zones. Therefore, the project will have no impact on the airport land use plan noise contours.

Mitigation Measures

MM 10-1

The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site.

MM 10-2

The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.

MM 10-3
Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.

11. PUBLIC SERVICES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection	☐	☐	☐	☒
b. Police protection	☐	☐	☐	☒
c. Schools	☐	☐	☐	☒
d. Parks & recreation facilities	☐	☐	☐	☒
e. Other public facilities or services	☐	☐	☐	☒

Discussion:

a, b, c, d & e

The project site is designated General Industrial on the General Plan Land Use Plan (2004). Growth and development anticipated from the project site was considered at the time of the 2004 General Plan Update. The project does not cause the construction of new public facilities associated with fire stations, police stations, schools or parks and recreation facilities. The existing public services provided by the city will serve the project site. Therefore, this is not considered an impact.

12. UTILITIES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements	☐	☐	☐	☒
b. Involve construction/expansion of water or wastewater treatment facilities	☐	☐	☐	☒
c. Involve construction/expansion of storm drains	☐	☐	☒	☐
d. Sufficient water supplies/compliance with Urban Water Management Plan.	☐	☐	☐	☒

e. Adequate wastewater treatment capacity	☐	☐	☐	☒
f. Adequate landfill capacity	☐	☐	☐	☒
g. Comply with solid waste regulations	☐	☐	☐	☒

Discussion:

a & e.

The City of Corona Department of Water and Power operates three water reclamation treatment facilities with sufficient capacity to serve the proposed development of 1,074,785 square feet of industrial development. The project will currently be served by the Waste Water Reclamation Treatment Facility #3 that has a capacity to treat 1 million gallons of sewer flow per day. The facility currently treats an average of 700,000 gallons per day. The proposed project will generate 66,000 gallons of sewer flow per day which will result in the plant accepting a total sewer flow of 760,000 gallons per day which is less than the plants treatment capacity. Therefore, the project will not impact the existing treatment facility.

Additionally, the City of Corona Department of Water and Power is preparing to close the Waste Water Reclamation Facility 3 and is constructing a series of sewer lift stations and force mains that will convey the flow to the other treatment facilities in the City. These additional flows have been accounted for in the design of these new facilities and will not impact the city's in the future.

b.

The proposed project will not impact the City of Corona's Department of Water and Power existing water and sewer facilities. The existing facilities have been designed and constructed to account for the demand that the project will create. The development will be responsible to construct the onsite water and sewer facilities required to serve the development in accordance the City of Corona Department of Water and Power standards.

c.

As previously discussed under Section 4 (Hydrology & Water Quality) of this initial study, the project site accepts water flows from the north from a tributary area of approximately 18 acres. No tributary flows come from the freeway right-of-way nor from the rights-of-way on Tom Barns Street and Temescal Canyon Road. The project is designed to accept off-site runoff from the north which will bypass the project site through proposed underground storm drains that will accept flow from proposed on-site catch basin inlets that discharge into modular wetlands for treatment and then into underground retention boxes. The modular wetlands are placed next to the underground retention boxes which are strategically located in the parking lot serving the industrial building. The project is anticipated to have 14 retention boxes and modular wetlands spread across the project site. The overflows of these on-site retention boxes will discharge into a proposed underground storm drainage system that discharges into the public storm drain in Tom Barns Street. An existing box culvert running from Interstate 15 takes the water flow through Tom Barns Street and continues southeasterly across Temescal Canyon Road toward the Temescal Creek.

The hydrology study (LDDC, 2019) prepared for the project calculated storm water runoff using Corona rainfall data. Off-site runoff was assumed to be 40% impervious area for single family residential, the project site was assumed to be commercial using approximately 90% impervious area in most subareas and the graded slopes were assumed to have 80% impervious area. Based on the modeled formula used in the hydrology study, the volume of stormwater runoff generated by post development of the project site increases from the volume under existing conditions. However, the volume of retention provided by the proposed underground retention boxes is greater than the increase anticipated from stormwater runoff; therefore, the project will not increase the volume of stormwater discharge. Due to the design of on-site drainage system and the existing public storm drain systems constructed off-site, the project site is designed to properly accept water flow across the site and will not result increased flooding hazards on-site or in the surrounding area. Therefore, this is not an impact.

d.

Pursuant to CEQA Guidelines Section 15155, the project meets the criteria as a water demand project and therefore requires the preparation of a water supply analysis. An industrial project is defined as a water demand project if: a) the project would house more than 1,000 persons, b) occupy more than 40 acres, or c) have more than 650,000 square feet in floor area. Based on the project's site plan, the project site is approximately 75 acres and will have 1,074,771 square feet of building area.

A water supply assessment (WSA) was prepared by Harris and Associates (July 2019) for the project. Reference documents used to prepare the WSA are cited throughout the document. In the interest of concision, references are made to these documents, but the documents and associated content are not reproduced herein. For additional insight into the bases of the citations, the reader is encouraged to acquire and review the references.

The documents referenced in the WSA are follows:

2015 Urban Water Management Plan (UWMP)
City of Corona 2015 Urban Water Management Plan, Volume 1 – Report (July 2016)
https://www.coronaca.gov/home/showdocument?id=4318

City of Corona 2015 Urban Water Management Plan, Volume 2 – Appendices (July 2016)
https://www.coronaca.gov/home/showdocument?id=4316

Corona General Plan 2004
El Cerrito Specific Plan (April 1992, Amended June 2011)
Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001
City of Corona Water Master Plan (September 2005)
City of Corona 2018 Reclaimed Water Master Plan

This report was prepared in compliance with the California Water Code and the Urban Water Management Planning Act as set forth in the 2015 Urban Water Management Plans Guidebook for Urban Water Suppliers established by the Department of Water Resources (DWR). It provides a review of water supply reliability for existing (2015) and future (through 2040) conditions with the City's Water Service Area as well as water conservation, energy use and contingency planning. Volume 1 includes analysis and Volume 2 include supporting documentation.

The UWMP is intended as a source of information for the preparation of Water Supply Assessments in accordance with SB 610. All topics related to existing and projected water supply and demand for the City are covered in detail and were thoroughly vetted by City staff prior to adoption by the City Council in 2016.

As a convention, applicable excerpts are taken directly from the UWMP. These excerpts are in units of acre-feet per year (AFY).

The WSA analysis is based on the *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001* (Guidebook). The Guidebook provides a methodology to determine whether supply is sufficient to meet demand under normal year, single dry year and multiple dry conditions for the next 20 years. Existing and projected supply and demand were taken from the *City of Corona 2015 Urban Water Management Plan* (UWMP). Calculation and projection of the incremental increase in demand associated with the Project were based on a number of factors, including:

- Project phasing
- Consistency with similar existing Light Industrial customers adjacent to California Avenue between Rimpau Avenue and Ontario Avenue
- Water use reduction to account for installation of efficient fixtures per the Building Code
- Water use reduction to account for changing economic conditions in the future
- Variation in irrigation demand due to meteorological conditions
- Use of reclaimed water for irrigation and dual plumbing

Based on the factors listed above, demand varies from 83 acre-feet per year (AFY) [Phase 1 only under normal conditions in 2020] to 144 AFY [Phase 1 and Phase 2 in the third year of a multi-year drought in 2025].

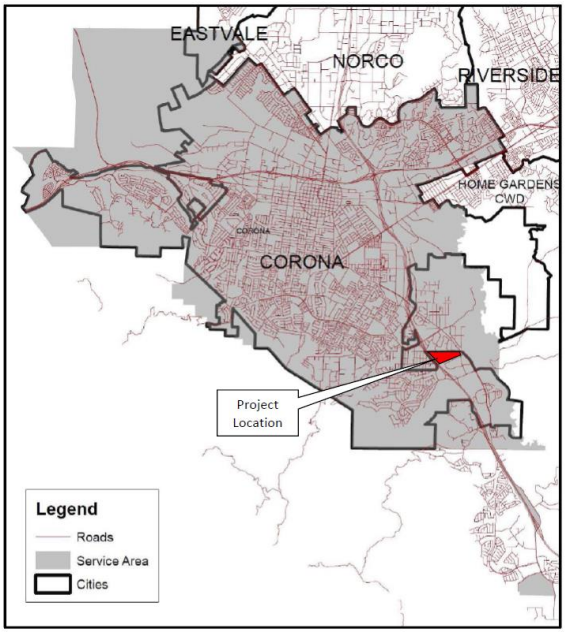
The WSA evaluated supply based on the project phasing shown in Table 12-1. It needs to be noted that the time the WSA was prepared the project proposed 1,124,294 square feet. The proposed project has since been revised and the total building square footage is 1,074,771 square feet. The change is square footage is less than originally studied. Therefore, the revised in the project does not negatively impact the WSA prepared in July 2019.

Table 12-1
Project Phases

Phase	Area (acres)	Floor Space (square feet)	Estimated Landscaping (square feet)	Estimated Slope Control (square feet)
Phase 1	45.58	748,131	402,059	21,780
Phase 2	28.00	376,163	449,975	0
Total	73.58	1,124,294	852,034	21,780

The project site is lcoated within the city's water service area. The area is shown in Figure 12-1.

Figure 12-1
Corona Water Service Area



[UWMP, page 3-2]

The City's UWMP (page 6-28) shows the City's existing and projected water supply. This information is provided in Table 12-2.

Table 12-2
City's Existing and Projected Water Supply

Year	2015	2020	2025	2030	2035	2040
Imported Water	12,692	28,365	28,365	28,365	28,365	28,365
Coldwater Basin	2,154	2,596	2,596	2,596	2,596	2,596
Temescal Basin	16,131	15,435	15,435	15,435	15,435	15,435
Reclaimed Water	6,519	10,000	10,000	10,000	10,000	10,000
Total	37,496	56,396	56,396	56,396	56,396	56,396

[UWMP, page 6-28]

This WSA relies entirely on existing supplies. The city's water supply portfolio includes imported water, groundwater from the Temescal and Coldwater Basins, and reclaimed water. The city has flexibility and discretion in the way it manages its supply portfolio. The WSA prepared for the project considered total supply the sum of imported water, groundwater and reclaimed water resources, but does not consider these sources individually. It is the city's responsibility to balance water supply and demand with the resources at its disposal.

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Wholesale Water Supplies

The city is a member agency of the Western Municipal Water District (WMWD). WMWD is a local water wholesaler. Per the UWMP, the city received 12,692 acre-feet of imported water from WMWD in 2015. Historical and projected wholesale supply availability from WMWD is provided in Table 12-3.

Table 12-3
Wholesale Water Supply Availability

Year	2015	2020	2025	2030	2035	2040
Imported Water (AFY)	12,692	28,365	28,365	28,365	28,365	28,365

[UWMP, page 6-3]

Groundwater Supplies

The city pumps groundwater from two local aquifers: the Coldwater Basin and the Temescal Basin. Historical and projected production from these basins are shown in Table 12-4.

Table 12-4
Summary of Groundwater Supply

Year	2015	2020	2025	2030	2035	2040
Coldwater Basin (AFY)	2,154	2,596	2,596	2,596	2,596	2,596
Temescal Basin (AFY)	16,131	22,800	22,800	22,800	22,800	22,800

[UWMP, page 6-13]

Projected Water Demand

The water demand for the project was not explicitly accounted for in the 2015 UWMP. The UWMP only considered future demands associated with population growth and minor infill projects. For this reason, the WSA calculated water demand for the project independently. The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years. The water demand for the project was then calculated accordingly.

The City considers both potable water and reclaimed water as elements of its water supply portfolio in the UWMP. For this reason, both are calculated and considered as water demand for the project. The WSA reviewed supply sufficiency only, and did not include site-specific determination of the feasibility of using reclaimed water. As a non-potable source, the feasibility of implementing reclaimed water use is subject to a determination by the City Engineer. The WSA provided calculations for reclaimed water use by the project for landscape irrigation and dual-plumbing as guidance to the City Engineer on application of recommendations in the RWMP. The calculations were for planning purposes only and do not constitute an obligation by the City or the developer to implement reclaimed water use or to what degree reclaimed water use will be implemented.

Total water demand for the project was calculated and separated into potable water demand and reclaimed water demand by the following method:

- Recent city water use records for Light Industrial land use were used to develop an area-based demand factor in terms of total water demand per acre.
- The demand factor was applied to the area of the project to determine the gross water demand.
- Reclaimed water demand for irrigation and dual plumbing was calculated per guidance in the Reclaimed Water Master Plan. Reclaimed water demand for irrigation was increased under single dry year and multiple dry year conditions proportional to increases documented in the UWMP.
- Gross potable water demand is the gross water demand reduced by the reclaimed water demand.
- Potable water demand is the gross potable water demand reduced to account for installation of efficient plumbing fixture per the Building Code and reduced to account for the impact of wholesaler inflation on price elasticity.
- Total demand for the project is the sum of the potable water demand and the reclaimed water demand.

Water use records from January 2016 through December 2018 for 53 light industrial parcels in the vicinity of California Avenue between Rimpau Avenue and Ontario Avenue were analyzed to determine the average water use per acre. The total existing light industrial area was calculated at 107.26 acres and the associated annual water demand was calculated at 181.25 acre-feet per year (AFY). This is equivalent to a factor of 1.69 AFY per acre (Harris and Associates 2019).

For comparison purposes, the WSA noted that the Water Master Plan (page 6-9) provides a Water Unit Flow Factor for light industrial land use of 1,400 gallons per day per acre, which is equivalent to 1.57 AFY per acre. To be conservative, the demand factor of 1.69 AFY per acre based on recent city records will govern for this assessment.

Applying the demand factor to the Project area results in a total water demand of 124.33 AFY (Table 12-5).

Table 12-5
Total Demand Factor for Project

Phase	Area (acres)	Demand Factor (AFY/acre)	Demand (AFY)
Phase 1	45.58	1.69	77.02
Phase 2	28.00	1.69	47.31
Total	73.58		124.33

Per Ordinance 2854, reclaimed water will be used to meet irrigation and toilet flushing (i.e. dual plumbing) demands for the project. Calculations for reclaimed water were done based on project phasing for Phase 1 and Phase 2. Potable water demand was estimated as the total water demand minus the reclaimed water demand. Per the UWMP (page 7-7), potable water demand for new construction is reduced by 5% to account for efficient plumbing fixtures. Per the UWMP (page 4-5), future potable water demand is reduced to account for the impact of wholesaler inflation on price elasticity.

Based on the calculations and methodology used in the project's WSA (Harris and Associates 2019), the total water demand projecting into Year 2040 are provided in the following tables.

Table 12-6
Total Project Demand in Year 2020

Demand in 2020	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	36.88	43.66	46.37	46.03	48.06	47.39
Potable Water Demand	37.67	37.67	37.67	37.67	37.67	37.67
Total Water Demand	74.55	81.33	84.04	83.70	85.73	85.06

Year 2020 assumed Phase 1 of the project was constructed within five years.

Table 12-7
Total Project Demand Year 2025

Demand in 2025	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	45.12	45.12	45.12	45.12	45.12	45.12
Total Water Demand	120.64	134.85	140.53	139.82	144.08	142.66

Year 2025 assumes Phase 1 and Phase 2 of the project are constructed within 10 years.

Table 12-8
Total Project Demand Year 2030

Demand in 2030	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	44.42	44.42	44.42	44.42	44.42	44.42
Total Water Demand	119.94	134.15	139.83	139.12	143.38	141.96

Year 2030 assumes project construction is complete.

Table 12-9
Total Project Demand for Year 2035

Demand in 2035	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	43.73	43.73	43.73	43.73	43.73	43.73
Total Water Demand	119.25	133.46	139.14	138.43	142.69	141.27

Table 12-10
Total Project Demand for Year 2040

Demand in 2040	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Reclaimed Water Demand	75.52	89.73	95.41	94.7	98.96	97.54
Potable Water Demand	43.03	43.03	43.03	43.03	43.03	43.03
Total Water Demand	118.55	132.76	138.44	137.73	141.99	140.57

The WSA also reviewed single and multiple years dry weather supply to also determine water supply sufficiency for the project. Total supply sufficiency based on the project's water demand are shown in the below tables.

Table 12-11
Summary of Supply Suffciency 2020 through 2040

Supply Sufficiency in 2020

Supply Sufficiency in 2020	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,533	47,616	50,463	50,132	52,680	51,932
Project Demand	75	81	84	84	86	85
Surplus Supply	16,788	8,699	5,849	6,180	3,630	4,379

Supply Sufficiency in 2025

Supply Sufficiency in 2025	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,514	47,486	51,171	50,835	53,425	52,664
Project Demand	121	135	141	140	144	143
Surplus Supply	16,761	8,775	5,084	5,421	2,827	3,589

Supply Sufficiency in 2030

Supply Sufficiency in 2030	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,555	47,523	51,986	51,641	54,274	53,502
Project Demand	120	134	140	139	143	142
Surplus Supply	16,721	8,739	4,270	4,616	1,979	2,752

Supply Sufficiency in 2035

Supply Sufficiency in 2035	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,634	47,609	52,871	52,523	55,203	54,417
Project Demand	119	133	139	138	143	141
Surplus Supply	16,643	8,654	3,386	3,735	1,050	1,838

Supply Sufficiency in 2040

Supply Sufficiency in 2040	Normal	Single Dry Year	Multiple Dry Year 1	Multiple Dry Year 2	Multiple Dry Year 3	Multiple Dry Year 4
Total Supply	56,396	56,396	56,396	56,396	56,396	56,396
System Demand	39,636	47,699	53,681	53,328	56,051	53,681
Project Demand	119	133	138	138	142	141
Surplus Supply	16,641	8,564	2,577	2,930	203	2,574

Under all supply sufficiency tests, there is surplus supply when the demand of the project is added to projected system demand. Based on the findings provided in the WSA, there is sufficient supply under normal year, single dry year and multiple dry year conditions through 2040. Therefore, the project will not impact the availability of water supply resources.

e & f

In 1989, the State Legislature passed Assembly Bill 939, the original landmark bill that required recycling, source reduction, and waste diversion. Since then, the state has required jurisdictions to increase diversion of solid waste from the landfills from 25 to 75 percent. The City of Corona has adopted comprehensive integrated waste management programs to meet state mandates. Corona's waste management efforts include waste prevention (or "source reduction"), recycling and composting, and combustion or disposal of waste into landfills. Corona's waste management efforts center around the following programs: mandatory recycling for residential, commercial and multifamily uses; household hazardous waste and electronic waste program; organics, mulch, compost, and tree recycling; bulky item pickup; waste oil/filter program; and construction and demolition recycling.

Assembly Bill 341 came into effect in 2012, requiring mandatory commercial and public agency waste recycling and establishing a statewide 75 percent waste diversion goal by 2020. In 2016 businesses and multifamily buildings with five or more units were impacted by Assembly Bill 1826, which requires the mandatory recycling of organic waste. The project will be designed to provide trash enclosure spaces designed to accommodate waste bins associated with the state's and city recycling program. Therefore, the project will comply with solid waste regulations and this is not an impact.

The city's waste hauler is Waste Management which transports all solid waste from the City and the sphere of influence areas to the El Sobrante landfill, located east of the City in the unincorporated county. Opened in 1986, the El Sobrante Landfill is a Class III landfill that accepts municipal solid waste.

13 AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	☐	☐	☐	☒
b. Degrade visual character of site & surroundings	☐	☐	☐	☒
c. Light or glare	☐	☐	☐	☒

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d. Scenic resources (forest land, historic buildings within state scenic highway	☐	☐	☐	☒

Discussion:

a & d.

Per Figure 4.4-2 (Scenic Highways) of the city's 2004 General Plan, the project site is not located along local scenic vista or highway. The westerly property line of the project site is adjacent to Interstate 15 and visible from highway. I-15 in this area is not designated as a state scenic highway. Therefore, the project will not have an impact on local or state designated scenic vistas or highway.

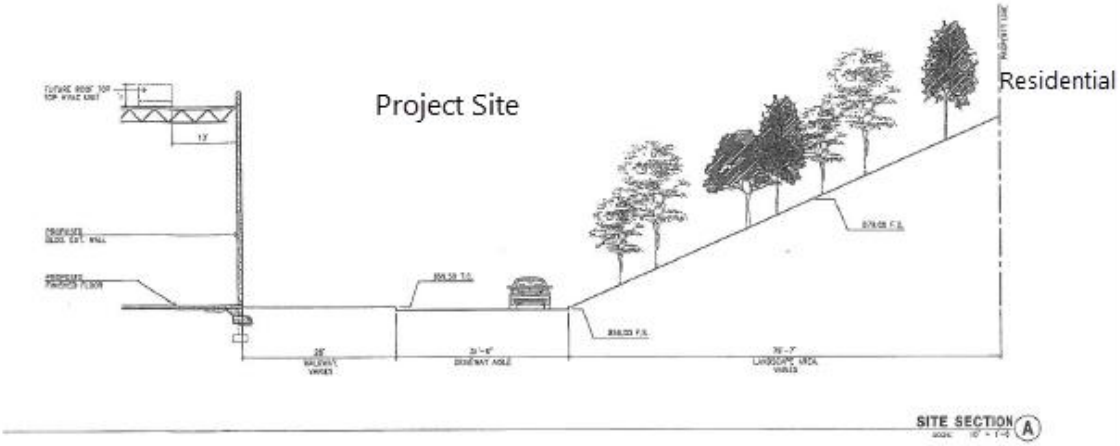
b.

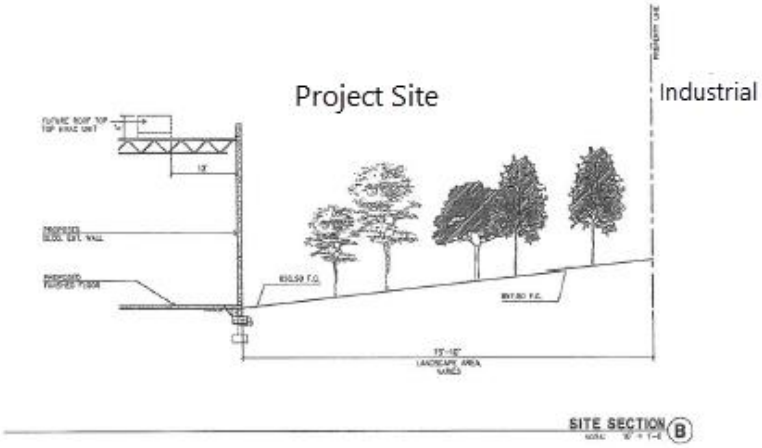
The project site was once used for the mining of sand. The mining operation ceased in 1997 and the site has since been reclaimed. The on-site reclamation efforts included the fill of on-site quarry pits and the mass grading of dirt across the entire site. The property is currently in an undeveloped condition and is covered with annual grasses and weed throughout the year. The project will improve the on-site condition of the property with new industrial buildings, paved parking, and landscaping. The project is also designed pursuant to the development standards of the Light Industrial zone governed by the El Cerrito Specific Plan and additional standards imposed by the Corona Municipal Code regulating building setbacks, landscaping, parking, building heights, and building architecture. The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area.

c.

Although development of the site will introduce new lighting sources mostly associated with parking lot lighting and building lighting, the on-site light sources will not project glare beyond the project site. All parking lot lights are designed with a hooded standard that will direct light downward. The same situation will also exist on buildings. Exterior building lights will be from building mounted fixtures that will direct light downward. Additionally, the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower) and will have an extensive landscape buffer on the manufactured slope created as a result of the grade difference. Cross sections along the perimeters near the residential properties are shown in Figure 13-1. The conceptual landscape plan along the north perimeter is shown in Figure 13-2. Based on the on-site design of the project, light and glare is not an impact.

Figure 13-1
Cross Sections (Northerly Perimeter)





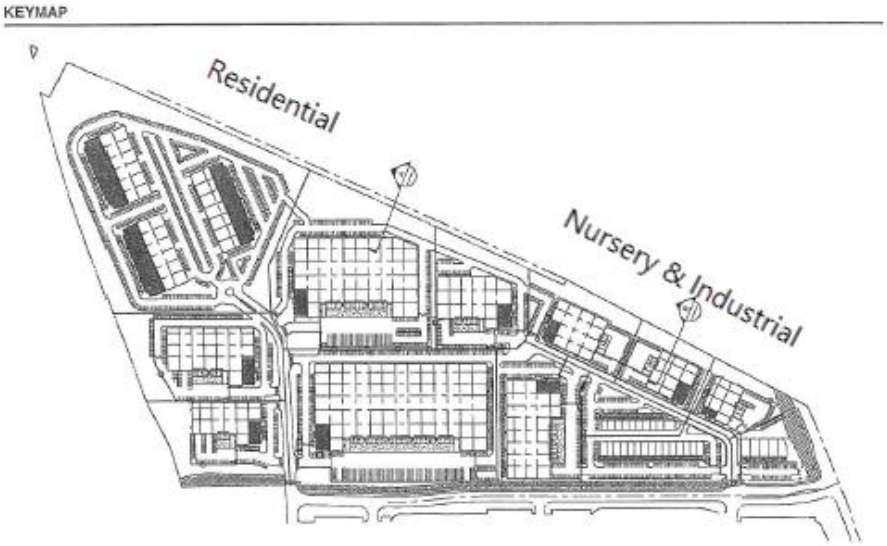


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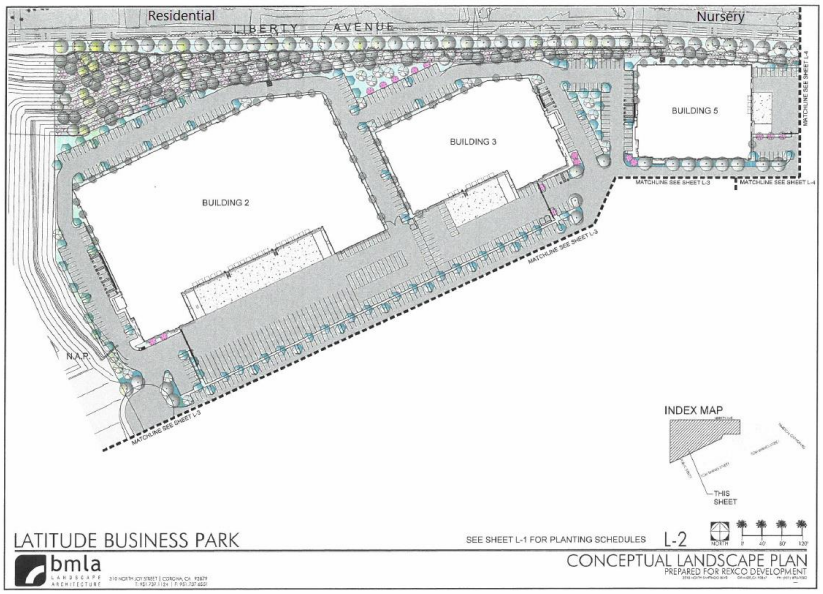
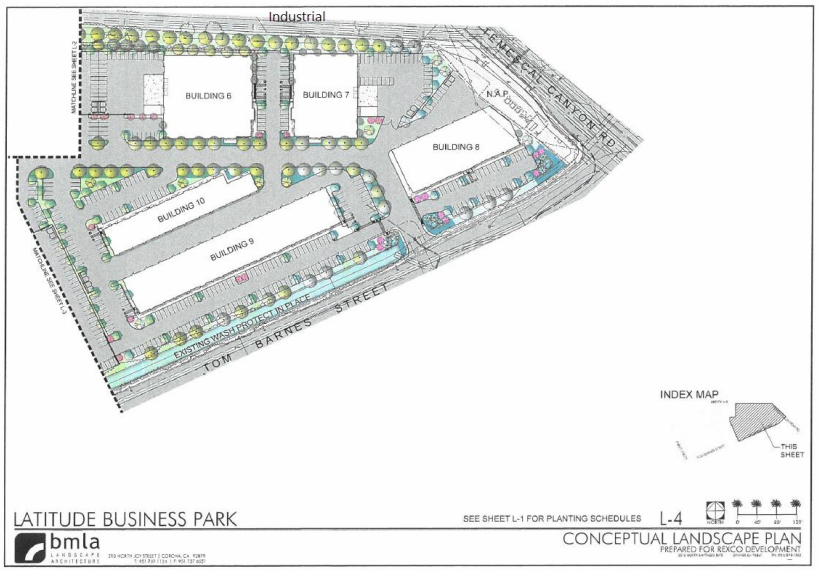
Figure 13-2
Conceptual Landscape (Northerly Perimeter)





14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	☐	☐	☐	☒
b. Archaeological resource	☐	☐	☐	☒
c. Paleontological resource or unique geologic feature	☐	☐	☐	☒
d. Disturb human remains	☐	☐	☐	☒

Discussion:

a, b, c, d

Because the previous use of the project site was a sand mine and involved mining to depths of 30 feet and 40 feet below surface levels, cultural, archeological and paleontological resources are highly unlikely to occur on the project site. Also, the on-site remediation that took place after the mining was discontinued included mass grading across the project site. This activity resulted in the further disturbance as sediments were bulldozed in attempt to level some of the project site and return it to a more natural appearance. The previous mining operation also extended on to the adjacent 113 acres to the south which is now developed as a commercial shopping center. At the time of development of the adjacent property, no cultural resources were discovered in the area. Therefore, the project will not have an impact on cultural resources.

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	☐	☐	☐	☒
b. Conversion of farmland to nonagricultural use	☐	☐	☐	☒

Discussion:

a & b.

The project site is designated on the General Plan as Light Industry and has a zoning of Light Industrial per the El Cerrito Specific Plan. The project site was also greatly disturbed by previous mining operations under Surface Mine Permit 109 issued by the County of Riverside. The site is not restricted by a Williamson Act contract. Therefore, the project will not impact agricultural resources.

16. GREENHOUSE GAS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gases	☐	☐	☐	☒
b. Conflict with a plan, policy or regulation	☐	☐	☐	☒

Discussion:

a & b

Greenhouse Gas (GHG) emissions from daily operations would include sources such as area, energy, mobile, waste and water uses. Area sources include usage of consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment. Finally, the project would also generate air quality emissions and GHG through the use of carbon fuel burning vehicles for transportation.

A GHG Emissions Assessment was prepared by Ldn Consulting (June 2019) for the project site. GHG impacts related to project construction and daily operations were calculated using the latest CalEEMod 2016.3.2 air quality and GHG model, which was developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017. The City of Corona recognizes the CalEEMod Version 2016.3.2 as an acceptable model for projects of this nature.

The City of Corona guidelines for determining significance for GHGs under CEQA are identified in the CEQA Thresholds and Corona Climate Action Plan (CAP) Screening Tables prepared for the City of Corona by ATKINS in 2012. The CEQA thresholds give initial guidance for determining significance and also offer methodologies for screening out proposed land use developments. The document recommends completing a screening checklist or direct calculations for larger projects. The City has also indicated that small projects could alternatively demonstrate that the emissions for the development would not exceed a 3,000 MT for residential and mixed-use projects and up to 10,000 MT for industrial projects per SCAQMD GHG screening thresholds (SCAQMD, 2008). Should emissions exceed these thresholds, projects would be required to demonstrate compliance with the City's CAP Screening Checklist where a project would need to achieve 100 points in order to not exceed GHG thresholds.

Project Related Construction Emissions

Table 16-1 shows the anticipated construction schedule for the project, which is proposed to be developed in two phases (Ldn Consulting June 2019).

Table 16-1
Project Construction Schedule

Equipment Identification	Proposed Start	Proposed Completion	Quantity
Site Preparation	01/01/2020	01/14/2020	
Rubber Tired Dozers			3
Tractors/Loaders/Backhoes			4
Grading	01/15/2020	02/25/2020	
Excavators			2
Graders			1
Rubber Tired Dozers			1
Scrapers			2
Tractors/Loaders/Backhoes			2
Paving	02/26/2020	03/24/2020	
Pavers			2
Paving Equipment			2
Rollers			2
Building Construction	03/25/2020	05/18/2021	
Cranes			1
Forklifts			3
Generator Sets			1
Tractors/Loaders/Backhoes			3
Welders			1
Architectural Coating	08/12/2020	05/18/2021	
Air Compressors			1
This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.			

The CalEEMod 2016.3.2 model was utilized to determine annual CO2 emissions for the proposed construction years. The construction emissions as calculated in CalEEMod are reported in Metric Tons and are shown in Table 16-2. It should be noted that GHGs are analyzed on a Metric Ton per year (MT/year) which is why annual emissions are estimated. Based upon the findings for the proposed industrial project, construction activities would not be expected to exceed the 10,000 MT industrial threshold any given construction year. Therefore, the construction emissions would be considered less than significant.

Table 16-2
Expected Annual Construction CO2 Emissions Summary - MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
2020	0.00	1,006.07	1,006.07	0.13	0.00	1,009.22
2021	0.00	893.47	893.47	0.09	0.00	895.60
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above. CalEEMod annual output is attached to this letter.						

Project Related Operational Emissions

Emissions generated from area, energy, mobile, solid waste and water uses is also calculated within CalEEMod. The program is largely based on default settings which are automatically populated throughout the model based on the imputed land us 827
Statewide averages for utility emissions were utilized for the calculations throughout the model. The calculated operational emissions are identified in Table 16-3 (Ldn Consulting June 2019). It should be noted that the GHG model includes the project

estimated vehicular trips (4,127 daily trips) which were broken down within the project traffic study prepared by LL&G Engineers 2019.

Table 16-3
Expected Operational Emissions Summary - MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0.00	0.03	0.03	0.00	0.00	0.03
Energy	0.00	1,346.23	1,346.23	0.05	0.01	1,351.70
Mobile	0.00	5,815.48	5,815.48	0.28	0.00	5,822.38
Waste	181.53	0.00	181.53	10.73	0.00	449.72
Water	79.97	842.04	922.01	8.25	0.20	1,188.36
Total Operations	**261.50**	**8,003.78**	**8,265.28**	**19.30**	**0.22**	**8,812.19**

Expected Construction emissions are based upon CalEEMod 2016.3.2 modeling assumptions for equipment and durations listed in Table 1 above.
CalEEMod annual output is attached to this letter.
Data is presented in decimal format and may have rounding errors.

Based upon the operations emissions as calculated by CalEEMod, the operational annual emissions were found to be less than the general 10,000 MT screening threshold for industrial projects and would therefore comply with the City's GHG policies under the CAP without mitigation. Based on this, the project would not be required to implement GHG design features beyond those required by local state and City regulations. Based on this, the project would be considered less than significant for GHG emissions.

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

Discussion:

a & b.

A negative cultural resources assessment was prepared for the project site by LSA Associates in June 2008. Ethnographically, the project site is within the Gabrielino territory. The northernmost territory of the Luiseno also just reaches the project area. The assessment determined that no Gabrielino or Luiseno villages are located near the project area. Also, due to the historic use of the property as a sand mine, which involved the excavation of earthen materials to depths 30 feet and 40 feet below surface level, it is not likely that tribal resources exist on the site today in its current condition.

AB 52 requires local agencies to notify and consultant with tribes about development projects. The purpose of AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. In February 2019, the city contacted the following Native American Tribes regarding the proposed project and consultation under AB 52:

- Soboba Band of Luiseno Indians
- Pechanga Band of Luiseno
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Torres Martinez Desert Cahuilla Indians
- Santa Rosa Band of Cahuilla Mission Indians
- Rincon Band of Luiseno Indians

The city was contacted by the Rincon Band of Luiseno Indians on March 18, 2019, the Pechanga Band of Luiseno on March

20, 2019, and the Soboba Band of Luiseno Indians on March 27, 2019, requesting consultation. The city completed tribal consultation with the Rincon Band of Luiseno Indians on September 3, 2019. The Rincon Band of Luiseno Indians concluded there was an unlikelihood that cultural resources exist on the property due to the previous mining operation and grading that has occurred on the project site. The tribe had no additional concerns and did not request any mitigation measures relating to cultural resources. The city contacted the other two tribes on two separate occasions requesting consultation but a response from either tribe was never received. On September 20, 2019, the city contacted Pechanga Band of Luiseno and Soboba Band of Luiseno Indians for a third time and provided a deadline for consultation by September 27, 2019. The city received no responses from either tribe and concluded consultation on September 27, 2019.

The city did receive a letter from Pechanga Band of Luiseno dated November 14, 2019. The letter commented on some of the citations made in the report regarding the tribe's history. No comments were made regarding potential impacts to tribal/cultural resources. The tribe however did reserve the right to comment on the city's environmental analysis when it comes available.

Based on the previous use of the property and the mass grading activity that has occurred across the project site and the lack of physical resources, the project will not have an impact on 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	☐	☐	☐	☒
b. Cumulatively considerable impacts	☐	☒	☐	☐
c. Substantial adverse effects on humans	☐	☐	☒	☐
d. Short-term vs. long-term goals	☐	☐	☒	☐

Discussion:

A. No impact.

The project is not anticipated to impact threatened or endangered species or habitat. As discussed under Section 7 of this initial study, Biological Resources, the area along Joseph Canyon Wash supports riparian woodland communities, but this area is not being affected by the proposed development and has been set aside as a mitigation site. The plant species observed on the project site were nonnative or invasive weedy species over the majority of the area and native plant species are limited largely to the Joseph Canyon Wash Conservation Easement and the slopes adjacent to I-15, which were part of ongoing revegetation activities associated with environmental compliance for the Crossings Project. Therefore, the project does not impact biological resources that are threatened or endangered.

B. Potentially Significant Unless Mitigation Incorporated.

None of the issue areas analyzed in the initial study resulted in impacts that would be considered significant after mitigation. Traffic from the project would not contribute to significant impacts on the city's circulation system, the emission thresholds related to air quality and greenhouse gases are not being exceed by the project construction and operation, the water quality management being established on-site prevents ground water contamination and the water supply assessment determined there is sufficient water supply under normal year, single dry year and multiple dry year conditions through 2040. Therefore, these impacts are less than significant and therefore not cumulatively considerable.

C. Less than significant.

The project would not have a substantial adverse effect on human beings, either directly or indirectly. The initial study did not identify significant impacts related to air quality and greenhouse gases as the project will operate within the thresholds adopted by the State's air resources board.

D. Less Than Significant.

Noise from the project during construction and operation adheres to the city's performance standards regulated by the Corona Municipal Code and air quality and greenhouse gas emissions are within the thresholds established by the State's air resources board. Adherence to these standards throughout the operation of the project would keep these impacts at less than significant.

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

Discussion:

a, b, c, & d

The project site is not located within a high fire hazard severity zone (https://koordinates.com/layer/96850-riverside-county-ca-fire-hazard-severity-zones/). Therefore, development of the project site will not exacerbate wildfire risks. The project site is also not adjacent to other properties that are within a high fire hazard severity zone. The properties to the south and east have also been developed for commercial purposes and developed to commercial standards that include paved concrete surfaces, paved access and commercial buildings. The proposed industrial buildings will also be constructed in accordance with the California Building Standards Code and California Fire Code which will require adequate fire suppression measures and adequate water pressure for fire hydrants serving the project.

Paved roadway access will also be provided to the project from two public streets, Temescal Canyon Road and Tom Barns Road, including additional access from Cajalco Road via Grand Oaks from the adjacent shopping center. The project's on-site design also provides two points of vehicular access from Tom Barns Road.

Therefore, based on the project's location, there is no impact or threat of wildfire.

20. ENERGY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	☐	☐	☐	☒

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency ☐ ☐ ☐ ☒

Discussion:

a.

An energy efficiency analysis for project construction and operations was prepared by Ldn Consulting (July 2019) as it relates to nonrenewable fuel sources including electrical, natural gas, diesel and gasoline. The analysis was prepared according to requirements established within Public Resource Code (PRC) Section 21100(b)(3) and California Environmental Quality Act (CEQA) Guidelines Section 15126.4.

Project Construction

Energy usage for construction equipment is best estimated using total horsepower hours and an assumed thermal efficiency of 30%. The most common measure of the energy efficiency of a tractor is referred to here as "specific volumetric fuel consumption" (SVFC), which is given in units of gallons per horsepower-hour (gal/hp-h). SVFC for diesel engines typically ranges from 0.0476 to 0.1110 gal/hp-h. Inverting these numbers yields a range of between 12-21 hp-h/gal. Over the last 30 years, fuel efficiency at maximum power has increased from roughly 14.5 to 16.5 hp-h/gal (Ldn Consulting 2019). Project construction dates were estimated based on an estimated construction kickoff starting in July 2019 and completing the project sometime in 2020. Based on the equipment, quantity, work time, Horsepower (HP), the project would require a total of 1,242,791.20 hp-h. This is shown in Table 20-1 below. Based on this, the project would consume roughly 75,321 gallons of diesel for construction. It should be noted that fuel consumption would go up if diesel construction equipment is poorly maintained. Based on this, the project shall properly maintain all equipment per manufacture recommendations.

Construction emissions from vendors and hauling are based on the estimated vehicle miles traveled (VMT) for the total construction duration which is 2,431,536 miles total. In California, the average fuel intensity for on-road vehicles is 0.0615 gal/mile (Ldn Consulting 2019). Based on this, the vehicular trips would consume roughly 149,539.5 gallons total during construction.

On-road vehicles are regulated by state and federal regulations and vehicular fleet efficiencies are getting better each year. Additionally, all construction equipment shall be maintained as needed per manufactures recommendations. Based on this, the short-term energy demand during construction of the project would not result in a wasteful or inefficient use of energy.

Table 20-1
Expected Project Construction Equipment

Equipment Identification	Construction Days	Hours per day	HP	Load Factor	Quantity	Horsepower Hours
Site Preparation	10					
Rubber Tired Dozers		8	247	0.4	3	23,712.00
Tractors/Loaders/Backhoes		8	97	0.37	4	11,484.80
Grading	30					
Excavators		8	158	0.38	2	28,819.20
Graders		8	187	0.41	1	18,400.80
Rubber Tired Dozers		8	247	0.4	1	23,712.00
Scrapers		8	367	0.48	2	84,556.80
Tractors/Loaders/Backhoes		8	97	0.37	2	17,227.20
Paving	20					
Pavers		8	130	0.42	2	17,472.00
Paving Equipment		8	132	0.36	2	15,206.40
Rollers		8	80	0.38	2	9,728.00
Building Construction	400					
Cranes		7	231	0.29	1	187,572.00
Forklifts		8	89	0.2	3	170,880.00
Generator Sets		8	84	0.74	1	198,912.00
Tractors/Loaders/Backhoes		7	97	0.37	3	301,476.00
Welders		8	46	0.45	1	66,240.00
Architectural Coating	300					
Air Compressors		6	78	0.48	1	67,392.00
Total Horsepower Hours						1,242,791.20
Total Diesel Fuel (Gal) @ 16.5 hp-h/gal						75,321
Construction Lists identified within **CalEEMod Attachment A** to this report which was used for the project GHG analysis						

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Project Operations
Energy – Utility Demand

The State of California has implemented a number of energy reducing policies largely geared to reducing greenhouse gasses (GHGs). The most notable is Assembly Bill (AB) 32 which was signed in 2006. Since then, the state has implemented two scoping plan updates which are geared to reduce GHG emissions by reducing energy consumption, increasing energy efficiency and increasing the usage of renewable sources. The state has also taken a strong step in increasing building efficiencies under Title 24, par 6 of California's Code of Regulations. Additionally, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards are updated every three years as part of the California Building Standards triannual update. The mandatory standards required per the CAL Green code include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- 65 percent of construction waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

Furthermore, the state has adopted a number of regulations which force utility electrical utility providers to increase renewable portfolios or procurement. Although not described in detail for this initial study, the following regulations include SB 1078 (Renewable Portfolio Standards), SB X1 2, SB 350 and SB 100 (expanded and accelerated Renewable Portfolio Standards).

Energy – Vehicular Usage
The proposed project was analyzed as a light industrial and industrial office project using trip generation rates identified in the project traffic study prepared by LL&G Engineers (2019). Based on the project trip generation rate, the proposed project would generate roughly 4,127 daily passenger car equivalent trips. The proposed project is also within walking distance the Corona Cruiser Red Line (City of Corona - Corona Cruiser, 2019). The ease of access to this resource would result in reduced vehicle miles traveled, reducing gasoline use, and inhibiting wasteful, inefficient, or unnecessary use of energy. Furthermore, the project is within walking distance to a regional shopping center that provides retail services and eating establishments across the street from the project site. These close commercial amenities also helps to reduce the project's vehicle trips throughout the day by employees. Finally, the use of energy efficiency (zero-emission) vehicles has increased over the years due to state mandated policies geared to reduce GHG emissions. An electric vehicle charging station is also located adjacent to the project site within the parking lot of the shopping center near Target. Therefore, employees will have access to vehicle charging stations within walking distance to the project.

Therefore, the long-term energy demand during operations of the project would not result in a wasteful or inefficient use of energy. As renewable portfolios increase and as electric vehicle operations become more standardized, energy consumptions will decrease. Given this, the project would not result in a wasteful or inefficient use of energy and is a less than significant impact.

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. 2004. *Corona General Plan Update 2004*.
2. ECORP Consulting, Inc. December 2019. *Biological Technical Report and MSHCP Consistency Analysis, Latitude Business Park Development.*
3. Harris and Associates, Inc. July 2019. *Water Supply Assessment for the Latitude Business Park.*
4. Land Development Design Company, LLC. December 2019. *Preliminary Water Quality Management Plan for Latitude Business Park.*

5. Land Development Design Company, LLC. December 2019. *Hydrology Study for Latitude Business Park.*
6. Ldn Consulting, Inc. July 2019. *Energy Use and Conservation, Latitude Business Park Development.*
7. Ldn Consulting, Inc. June 2019. *Latitude Business Park Development Project Greenhouse Gas Letter.*
8. Ldn Consulting, Inc. June 2019. *Air Quality Assessment, Latitude Business Park.*
9. Ldn Consulting, Inc. June 2019. *Noise Analysis, Latitude Business Park.*
10. Linscott Law & Greenspan Engineers. September 23, 2019. *Traffic Impact Analysis Report, Latitude Business Park.*
11. Linscott Law & Greenspan Engineers. November 20, 2019. *General Plan Conformance Traffic Analysis for the Proposed Latitude Business Park Supplemental Memo to the TIA dated September 23, 2019.*
12. LSA Associates. June 2008. *Negative Cultural Resource Assessment Letter Report.*
13. The Planning Associates Group. December 2018. *Preconstruction Phase 1 Biological and Burrowing Owl Assessment for North 65 acres, Gateway Business Plaza.*
14. South Shore Testing and Environmental. October 2018. *Phase 1 Environmental Site Assessment, Proposed Latitude Business Park.*
15. South Shore Testing and Environmental. October 2018. *Preliminary Geotechnical Investigation.* (Provided as Appendix B in Preliminary WQMP prepared by LDDC, LLC).

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA

Mitigation Measure	Topic	Timing
	Geological	
3-1	On-site grading shall be done according the recommendations of the preliminary geotechnical investigation prepared by South Shore Testing and Environmental (October 2019). Recommendations include: a) site specific grading instructions contained in Appendix C of the report which covers site preparation, compacted fills, cut slopes, trench backfills and grading controls, b) structural fill placed in pad areas should be suitably processed by moisture conditioning to near optimum moisture content, then compacted in the upper 12-inches to the minimum compaction requirement prior to placing fill; and c) no structural fill shall be placed within the building areas on any ground without first being observed by licensed civil engineer or geologist and that written certification be provided that the ground is competent and prepared to receive fill.	Prior to issuance of a grading permit
3-2	Corrosivity suite testing should be performed at the completion of rough grading including soluble sulfate, chloride, PH, and resistivity testing to determine the type of concrete to be utilized on-site.	Prior to the issuance of a building permit
3-3	During the grading of the project site testing of the subgrade soils should be conducted to evaluate the expansive nature of the subgrade soils. If highly expansive soils are discovered, overexcavation of the slope face should occur and shall be replaced with very low to medium expansion soils during grading. This evaluation shall be monitored and evaluated by the project's licensed civil engineer and/or geotechnical/soil engineer. The foundation design parameters should be developed specific to the design of the final foundation scheme at the completion of grading.	Prior to issuance of a building permit

Mitigation Measure	Topic	Timing
	Air Quality	
5-1	The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.	Prior to issuance of a grading permit
	Transportation/Circulation	
6-1	Temescal Canyon Road and Tom Barns Street. The applicant shall restripe the eastbound approach to extend the existing left-turn/through pocket into the No. 1 eastbound through lane, which will create an eastbound left-turn/through storage of 360 feet.	Prior to the issuance of the first certificate of occupancy for the project.
6-2	Temescal Canyon Road and Tom Barns Street (Year 2040), The applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.	Prior to the issuance of a building permit or recordation of TTM 37608, whichever occurs first
6-3	Intersection at State Street at Ontario Avenue (Year 2022). In Year 2022 without the project, the intersection is forecast to have LOS E in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS remains the same in the a.m. and p.m. peak hours. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the following improvements for this intersection include: a) stripe crosswalks on all legs, and b) installation of a traffic signal and a design for five-phase operation with protected left-turn phasing on Ontario Avenue. This intersection is in the City's Fee Program as a master-planned traffic signal to be installed by the City. The project's fair share cost toward this improvement is 34.92%.	The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

Mitigation Measure	Topic	Timing
6-4	Intersection at Temescal Canyon Road at Cajalco Road (Year 2022). In Year 2022 without the project, the intersection is forecast to have LOS D in the a.m. and p.m. peak hours. In Year 2022 with the project, the LOS is forecast to have LOS E in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement for the intersection is to modify the existing traffic signal to install eastbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.	The developer shall construct this improvement prior to project opening and shall guarantee the construction of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.
6-5	Intersection at State Street at Ontario Avenue (Year 2040). In Year 2040 without the project, this intersection is forecast to operate at LOS E in the a.m. and p.m. peak hours. In Year 2040 with the project, the LOS is forecast to have LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to an acceptable level, the planned improvement is the same as that in Year 2022. The project is responsible for paying 24.43% of the cost of the improvement	The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.
6-6	Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). In Year 2040 without the project, this intersection is forecast to operate at LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS remains the same in the p.m. peak hour. This deficient LOS is considered cumulative in nature and not project specific. To improve the LOS to an acceptable level, the planned improvement at this intersection is to modify the existing traffic signal to provide eastbound right-turn overlap phasing. The project is responsible for 21.67% of the cost to construct.	The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.
6-7	Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). In Year 2040 without the project, the intersection is forecast to have LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. In Year 2040 with the project, the LOS is forecast to have LOS E in the a.m. peak hour and LOS F in the p.m. peak hour. This deficiency in the LOS is considered to be from the project. To improve the LOS to	The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

Mitigation Measure	Topic	Timing
	an acceptable level, the planned improvement for the intersection is to restripe the west leg to provide the eastbound approach with a second exclusive eastbound left-turn lane; and modify the existing traffic signal to install eastbound right-turn overlap phasing and northbound right-turn overlap phasing. The developer is responsible for 100% of the cost associated with this improvement.	
	Biological Resources	
7-1	A pre-construction survey for burrowing owls should be completed within the Project site no more than 30 days prior to construction activities in accordance with the Western Riverside MSHCP burrowing owl survey guidelines (County of Riverside 2006). If burrowing owls are observed during the preconstruction survey, a specific mitigation methodology for the owl shall be determined in coordination with CDFW in order to reduce impacts to a level that is less than significant. Mitigation measures for any owls present could include avoidance of the owl burrows during their nesting season and/or passive relocation of burrowing owls.	Prior to issuance of a grading permit or any ground disturbance on the project site.
7-2	Any ground disturbance activities shall be conducted during the non-breeding season for birds (approximately September 1 through January 31). This will avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. The nest surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include establishment of an avoidance buffer until nesting has been completed and periodic nest monitoring by the project biologist. The width of the avoidance buffer will be determined by the Project biologist. Typically this is 300 feet from the nest site in all	Prior to the issuance of grading permit or any ground disturbance on the project site.

Mitigation Measure	Topic	Timing
	directions (500 feet is typically recommended by CDFW for raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. The monitoring biologist will monitor the nest(s) during construction and document any findings.	
7-3	Due to the potential presence of least Bell's vireo within Joseph Canyon Wash, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys shall be completed prior to any such activities, in order to rule out the presence of least Bell's vireo. Surveys involve eight surveys from April 10 through July 31, spaced at least 10 days apart. If least Bell's vireo is detected during the surveys, then all work within 500 feet of the location of the least Bell's vireo territory will be halted and the CDFW will be consulted regarding mitigation and avoidance measures during construction. At a minimum, an avoidance buffer will be planned and established in consultation with the CDFW to avoid indirect impacts to least Bell's vireo. The buffer is expected to be a minimum of 500 feet in width. The width of the avoidance buffer will be determined by the Project biologist, in consultation with the CDFW. Other mitigation measures may also be applied based on that consultation process.	Prior to the issuance of grading permit or any ground disturbance on the project site.
	Noise	
10-1	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site.	During on-site construction
10-2	The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.	During on-site construction

Mitigation Measure	Topic	Timing
10-3	Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.	Prior to issuance of a building permit

P.O. Box 79222
Corona, CA 92877

January 29, 2020

VIA E-MAIL

Joanne Coletta, Community Development Director
City of Corona Community Development Department
400 South Vicentia Avenue
Corona, California 92882
Joanne.Coletta@CoronaCA.gov

SUBJECT: COMMENTS ON LATITUDE BUSINESS PARK MND (SCH NO. 2020019017)

To whom it may concern:

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed Latitude Business Park Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

EXHIBIT N

Project Description

The project proposes the development of 15 buildings totaling 1,074,771 square feet (sf) of floor area that will be used for industrial park, light industrial, manufacturing and warehouse with ancillary offices on a 75 acre site. The square footages based on building use are as follows:

Warehouse: 535,205 sf & Manufacturing: 159,744 sf
Buildings 1, 2, 9, 10, 11 & 12

Industrial Park: 174,055 sf
Buildings 3, 4, 5, 6, 7 & 8

Light Industrial: 205,767 sf
Buildings 13, 14 & 15

The proposed project also includes a total of 137 truck loading dock doors (including 32 drive through loading doors), 2,171 passenger vehicle parking spaces, 76 truck/trailer parking spaces, and landscaping improvements.

It must be noted that the MND does not provide a Site Plan that includes meaningful information, such as a breakdown of total building square footage, parking, and other related development standards. Only the Supplemental Traffic Analysis (STA) includes a Site Plan with this information. Burying this information in the technical appendices is in violation of CEQA's requirements for meaningful disclosure (CEQA § 21003(b)). An EIR must be prepared which includes a Site Plan that provides meaningful information that is necessary for project analysis, including a breakdown of total building square footage, parking, and other related development standards.

The MND and STA Site Plan are also inconsistent. For example, the MND states the project proposes 535,205 sf of warehousing while the STA Site Plan depicts 695,978 sf of warehousing. The MND states the project proposes 159,744 sf of manufacturing while the STA Site Plan depicts 255,805 sf of warehousing. The MND is inconsistent and unreliable as an informational document. A project EIR must be prepared which is internally consistent and provides accurate square footage of each proposed use. The square footage of each proposed use must be utilized consistently throughout all portions and topics of environmental analysis.

2. Population and Housing

The MND concludes that the project would not induce substantial population growth in the city because the project would "increase the city's service population, but not the city's overall residential population" without providing employment generation estimates or any supporting evidence for this conclusion. Even though the Corona General Plan does not include employment generation estimates by land use or a square feet per employee factor, Appendix E - *Socioeconomic Build-out Projections Assumptions & Methodology*[1] of the Riverside County General Plan includes the following employment generation ratios:

Light Industrial: 1 employee per 1,030 square feet
Business Park: 1 employee per 600 square feet

Classifying the proposed project into the Appendix E categories provides the following employment generation estimate:

Business Park
Industrial Park (174,055 square feet/600) = 291 employees

Light Industrial
Light Industrial (205,767 square feet/1,030) = 200 employees
Warehouse (535,205 square feet/1,030) = 520 employees
Manufacturing (159,744 square feet/1,030) = 156 employees

Utilizing the Riverside County General Plan ratios, the proposed project will generate 1,167 employees. The MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. In order to comply with CEQA's requirements for meaningful disclosure, a project EIR must be prepared which provides an accurate estimate of employees generated by all uses of the proposed project according to the Riverside County General Plan employment generation ratios or a project specific employment generation study. It must also provide demographic and geographic information on the location of qualified workers to fill these employment positions.

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[1] Appendix E https://planning.rctlma.org/Portals/0/genplan/general_plan_2013/4%20Technical%20appendices/App_E_Methodology_Adopted_Final.pdf

3. Geologic Problems

The Site Description of the MND states that previous grading left the site with "2:1 (h:v) cut and fill slopes" and the site will be graded to develop the proposed project to achieve "manufactured cut slopes at a ratio of 1.5:1." The Land Use and Planning Analysis also states that the northern area of the property has the greatest difference in elevation and will "include an inward facing manufactured slope covered with landscaping," indicating that cut and/or fill will be required to achieve this manufactured slope. The MND also states that the project grading will involve "735,000 cubic yards of cut and 673,000 cubic yards of fill." The Site Description also states that the grading will balance onsite, but does not provide any supporting evidence to demonstrate that 735,000 cubic yards of cut and 673,000 cubic yards of fill will balance even though there will be a minimum 62,000 cubic yard surplus of soil based on the provided information. The MND does not indicate if the reduced 0.5 cut ratio described was included for analysis, whether as part of the 62,000 cubic yard surplus or otherwise. Further, there is no mechanism for public verification of conclusions made by the MND, such as a grading plan. A project EIR must be prepared to provide supporting evidence to demonstrate how project grading will balance onsite, including a grading plan, in order to adequately and accurately analyze all potentially significant environmental impacts.

5. Air Quality

The CalEEMod output sheets do not accurately model the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse. No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing. Additionally, the CalEEMod output sheets do not model any of the proposed warehouse space as refrigerated/cold storage. At least 50% of the proposed warehouse space must be modeled as refrigerated/cold storage, which is especially necessary as the Noise Analysis states that trucks utilizing the project site will "consist of regular trucks and refrigerated trucks." An EIR must be prepared which models the at least 50% of the proposed warehouse space as refrigerated warehouse in order to present an accurate analysis of the project's potentially significant Air Quality, Energy, and Greenhouse Gas impacts.

The CalEEMod output sheets further misrepresent the project because the analysis is inconsistent with the Project Description. The Project Description states that construction will occur in two phases. Phase 1 will construct 752,889 sf of buildings in the central/east area of the site and Phase 2 will construct 321,882 sf of buildings on the west side of the site. The CalEEMod output sheets only modeled project construction as one phase, which does not capture the potentially significant air quality impacts resulting from overlap of Phase 1 operations and Phase

2 construction. Further, the CalEEMod output sheets indicate that the vendor trip length is 6.90 miles for all phases of construction. The EIR does not provide information regarding where the construction materials are coming from or if they are all coming from the same location during all phases. The MND is inadequate and unreliable as an informational document and a project EIR must be prepared which includes a revised Air Quality Analysis (AQA) to present an accurate analysis of the potentially significant impacts.

Additionally, none of the proposed 2,171 passenger vehicle parking spaces and 76 truck parking spaces (2,247 total) are modeled for analysis. Surface parking lots are defined as an individual land use in the CalEEEMod User Guide and must be entered into the analysis. The MND does not include a meaningful site plan which includes the total number of parking stalls. Only the Supplemental Traffic Analysis Memo provides a detailed site plan that includes a breakdown of total building square footage, parking, and other related development standards. An EIR must be prepared which includes a Site Plan that provides meaningful information, such as the total number of parking spaces provided at the project site. The 2,247 total passenger vehicle and truck parking spaces must be included in the CalEEMod analysis as a Surface Parking Lot.

Corona Municipal Code Section 17.84.040 permits construction activity between the hours of 7:00 A.M. - 8:00 P.M. Monday through Saturday and 10:00 A.M. - 6:00 P.M. on Sundays/federal holidays. The MND does not provide a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 13 hours on weekdays and Saturday plus 8 hours on Sunday. It is legal for construction to occur for much longer hours and more days (7 days per week including Saturday and Sunday, 365 days per year) than modeled in the AQA. The Air Quality modeling must be revised to account for these legally possible longer construction days and increased number of construction days.

Additionally, the LST analysis includes modeling of four sensitive receptors "at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles." There is no other information given regarding the exact location of the sensitive receptors or the distance from the project site utilized for modeling and analysis. The nearest residences are located across Liberty Ave., which are approximately 25 feet from the site and must be modeled at this distance for analysis. Further, the MND does not indicate that any schoolchild or worker modeling was including for analysis, which is vital since El Cerrito Middle School is approximately 1,600 feet from the project site and businesses are also located approximately 25 feet from the project site across Liberty Ave. and approximately 93 feet from the project site across Tom Barnes St. A

project EIR must be prepared to includes this analysis in order to provide an accurate analysis of all potentially significant environmental impacts.

The MND only discusses odors related to construction and does not provide any analysis of potentially offensive odors generated with project operations. The MND concludes that construction odors are "short term" and therefore not considered an impact, but does not include a CEQA exemption or reference for this conclusion. Additionally, uses that are permitted by right at the project site include facilities that may result in objectionable odors, such as food processing, fiberglass and acid manufacturing, and rubber reclaiming. The MND is inadequate and avoids discussion regarding the potentially objectionable operational odors by not disclosing the types of uses that may operate at the property. A project EIR must be prepared to include analysis of operational odors with a use analysis that includes all types of permitted uses at the project site, including those that emit objectionable odors.

The MND includes Mitigation Measure (MM) 5-1 which states:

MM 5-1: The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.

However, MM 5-1 is unenforceable as there is no enforcement entity, field verification, or lead agency oversight component. An EIR must be prepared with revised Mitigation Measures to include consistent and timely verification of compliance by the lead agency throughout the duration of project construction in order to comply with CEQA § 15126.4 (a)(2).

6. Transportation/Traffic

Table 5-1 Project Trip Generation Rates and Forecast of the Traffic Appendix does not accurately reflect the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse. No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing. A project EIR must be prepared which includes a trip generation analysis that accurately reflects the proposed project.

Additionally, the Study Area must be expanded to include the following traffic facilities:

Freeway Merge/Diverge
I-15 at CA-91
I-15 at I-210

I-15 at I-10
I-15 at CA-60

This is especially vital for analysis since the I-15 provides direct access to the project site from the Southern California Logistics Airport and the CA-91 provides direct access from the Ports of Long Beach and Los Angeles.

The MND includes the following mitigation measures to reduce traffic impacts:

MM 6-2: Temescal Canyon Road and Tom Barns Street (Year 2040). Prior to the issuance of a building permit or recordation of TTM 37608, whichever occurs first, the applicant shall guarantee the project's fair share cost toward future intersection improvements which includes restriping the west leg to provide the eastbound approach with an exclusive eastbound left-turn lane, a shared eastbound left-turn/through lane, and an exclusive eastbound right-turn lane and removing the crosswalk along the south leg. The existing traffic signal is recommended to be modified to include split phasing for the east/west direction.

MM 6-5: Intersection at State Street at Ontario Avenue (Year 2040). The project is responsible for paying 24.43% of the cost of the improvement. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-6: Intersection at Ontario Avenue/Temescal Canyon Road at El Cerrito Road (Year 2040). The project is responsible for 21.67% of the cost to construct. The developer shall guarantee the fair share cost prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

MM 6-7: Intersection at Temescal Canyon Road at Cajalco Road (Year 2040). The developer is responsible for 100% of the cost associated with this improvement. The developer shall guarantee the full cost of this improvement prior to the issuance of the first building permit for the project or prior to the recordation of TTM 37608, whichever one occurs first.

The assessment of fees here is not adequate mitigation as there is no evidence mitigation will actually result (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.).. An assessment of fees is appropriate when linked to a specific mitigation program, which the MND has not identified. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our*

Peninsula Comm. v. Monterey County Bd. Of Supers. (2001) 87 Cal.App.4th 99, 141.). The lead agency is unable to ensure that the fair share fees will be utilized to construct the improvements identified in MM 6-2, MM 6-5, MM 6-6 and MM 6-7. An EIR must be prepared for the project, including meaningful analysis regarding the traffic impacts if MM 6-2, MM 6-5, MM 6-6 and MM 6-7 are not constructed. The proposed mitigation measures represents uncertain mitigation and is improperly deferred in violation of CEQA. In order to reasonably achieve mitigation, the improvements could be required to be constructed by the project applicant prior to building occupancy.

10. Noise

The MND is erroneous in stating that the site "will be mass graded in one phase." The project description states that the project will be developed in two phases. A project EIR must be prepared which analyzes a worst-case scenario consistent with the project description - Phase 1 of the site will be graded, then constructed, and become operational while Phase 2 of the site is graded and then constructed.

The MND and Noise Analysis do not include any on-site noise measurements to establish baseline noise levels at the project site or nearby residences. The MND is not an adequate informational document and a project EIR must be prepared to establish baseline noise levels for the project site, nearby residences, and El Cerrito Middle School in order to provide an accurate and adequate analysis of all potentially significant noise impacts generated by the proposed project.

The MND concludes that because "construction noise is of short-term duration" it "will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City." The MND and Noise Analysis do not provide any meaningful analysis, quantified estimates, or supporting evidence to support the conclusion that construction noise impacts will be less than significant. An EIR must be prepared which includes a project specific technical Noise Analysis for construction of the proposed project.

Although the MND does not quantify any of the potentially significant construction noise impacts, it includes the following mitigation measures to "reduce the impact to less than significant."

MM 10-1: The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site.

MM 10-2: The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.

It must be noted that these mitigation measures do not present any quantifiable reduction in noise impacts to nearby sensitive receptors, including the residences immediately to the north of the project site. Further, MM 10-1 and MM 10-2 are unenforceable as there is no enforcement entity, field verification, or lead agency oversight component. For example, the construction notification can be revised to include a direct mailing to the residents within 1,000 feet of the project and El Cerrito Middle School. The letter should include a lead agency contact person to report violations. An EIR must be prepared with revised Mitigation Measures to include consistent and timely verification of compliance by the Lead Agency throughout the duration of project construction in order to comply with CEQA § 15126.4 (a)(2).

The following mitigation measure is also included to reduce operational noise impacts:

MM 10-3: Rooftop equipment shall be shielded by a mechanical screen or raised building parapet to minimize equipment noise from projection beyond the project site.

Again, the MND does not quantify the noise reduction achieved by this mitigation measure to determine if it will actually result in less than significant impacts. The mitigation measure utilizes uncertain language with a goal to "minimize" equipment noise, but not specifically reduce it to a level that is less than significant.

20. Energy

The MND concludes that because the project is within "walking distance" of the Corona Cruiser Red Line, VMT would be reduced and the project would have a less than significant energy impact. The MND does not provide quantified or meaningful supporting evidence to assert this conclusion. For example, there is no exact distance given to the Red Line or an estimate of how many employees may use the service. There are no implementation plans discussed for public transit, such as employee rideshares, carpools, or advertising/incentives for employees to use the

Red Line. There is also no discussion regarding reduced truck/trailer trips to support reduction of energy consumption.

Further, the MND does not discuss the energy impacts of refrigerated trucks and refrigeration in the warehouse spaces. This is especially vital as the Noise Analysis states that refrigerated trucks will come to the project site. The Energy analysis must be revised to account for these issues as part of a project EIR.

The MND and Energy Analysis Appendix are inconsistent. The Energy Analysis Appendix utilizes uncertain language by stating that the project "will *likely* be required by the City to provide the wiring and a dedicated space(s) and for multiple electric vehicle charging stations within parking areas of the facility." Given the coordination with the lead agency required to produce a MND, it must be known whether or not this will be required and if it has potential to contribute towards the project's energy reduction capabilities. The MND does not discuss this point from the Appendix and instead states that there is "an electric vehicle charging station located adjacent to the project site within the parking lot of the shopping center near Target. Therefore, employees will have access to vehicle charging stations within walking distance to the project." The capabilities of adjacent properties cannot be utilized for energy consumption reduction of the proposed project. The proposed project must offer electric vehicle charging stations onsite in order to utilize that energy savings as a contribution towards a less than significant energy impact.

It must also be noted that the text of the MND and Energy Analysis Appendix contain a mitigation measure for project construction that is not discussed or included in the Mitigation Monitoring and Reporting Program (MMRP):

"It should be noted that fuel consumption would go up if diesel construction equipment is poorly maintained. Based on this, *the project shall properly maintain all equipment per manufacture recommendations*."

A project EIR must be prepared which includes this language as an enforceable mitigation measure with an enforcement entity, field verification, and/or lead agency oversight component.

Conclusion

For the foregoing reasons, GSEJA believes the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Sincerely,

Board of Directors
Golden State Environmental Justice Alliance

Better NEIGHBORHOODS

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January 31, 2020

Ms. Joanne Coletta
Community Development Director
City of Corona
400 South Vicentia Avenue
Corona, California 92882-2187
Email: Joanne.Coletta@CoronaCA.gov

Re: Latitude Business Park (the "Project")

Dear Ms. Coletta,

Thank-you for the opportunity to offer questions and comments regarding the Latitude Business Park (the "Project"). Better Neighborhoods is an organization established to help people have a voice in local development decisions as prominent as that of planners and developers. Our aim is to encourage smart growth consistent with the needs of the community while protecting the natural environment and places of historic and aesthetic significance, supporting California's need for affordable housing and balancing the desire for growth with the need for features that make cities livable.

We can't help but find that the City's Notice of Completion, Latitude Business Park Initial Study/Mitigated Negative Declaration, is premature. The Mitigated Negative Declaration ("MND" or "the Report") is based almost entirely on speculation. The Project Description fails to disclose the nature of intended use beyond the possibility of warehouses and "ancillary offices". The various appendices provided are similarly speculative rather than factual. This is no proper basis for CEQA analysis.

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Unless there is a good reason for secrecy, it is reasonable and feasible for the City and the Applicant to disclose how a proposed Project would be used.

How ever did Applicant arrive at the need for 15 buildings, one wonders? Such a specific number.

We don't find out until page 38 of the Report discussing water usage that "The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years," which contradicts statements in several of the appendices indicating that construction would be complete within two years. Which is correct?

This is not a massive project or one of great public import, such as an airport, for example, requiring the approval of multiple agencies. Why would this Project be 10 weary years in the making?

Is funding perhaps a problem?

What if the Project attracts no tenants? Would it be abandoned mid-construction?

Use is a crucial feature in every development application. Use very much determines the type of analysis to apply under the California Environmental Quality Act (CEQA). As tenants apply to become occupants at the Project, CEQA would almost certainly require new and updated analysis - studies based on actual fact, not notion or unexplained 'guesstimates'. Use might also prompt the need for changes to the proposed buildings. Why not wait until at least several tenancies are certain?

Or is Applicant awaiting a controversial legislative change perhaps? If so, why not say so and then apply analysis appropriate to that use?

Failing to disclose a material fact such as use fails the legal test for information sufficiency under CEQA and unlawfully projects mitigation into the future.

Project Description

The Project site is 75 acres east of Interstate 15 at the northwest corner of Tom Barns Street and Temescal Canyon Road. It is described as Precise Plan 2019-0001, though the significance of that descriptor is never explained. Applicant proposes construction of 15 buildings in an industrial park to shelter undetermined light industrial, manufacturing and warehouse uses with ancillary offices. TTM 37608 refers to the subdivision of the site into 13 lots.

The Project site is subject to restrictions under the El Cerrito Specific Plan for Light Industrial (LI). The Project would combine uses as follows: Industrial Park (174,055 square feet): Buildings 3, 4, 5, 6, 7 & 8. Light Industrial (205,767 square feet): Buildings 13, 14 & 15. Warehouse (535,205 square feet) and Manufacturing (159,744 square feet) Buildings: 1, 2, 9, 10, 11 & 12.

The Project would be developed in two phases: Phase 1 - central and eastern portions of site with 10 buildings – an estimated 752,889 square feet; Phase 2 - westerly 28 acres closest to Interstate 15 - 5 buildings – an estimated 321,882 square feet. Ancillary office uses are also contemplated within some of the buildings.

The buildings are speculative with no specific users identified at this time (emphasis added).

The Project would require grading of 735,000 cubic yards of cut and 673,000 cubic yards of fill of dirt with manufactured cut slopes at a ratio of 1.5:1 on the north and west perimeters and 15 graded building pads for buildings, parking lots and landscaping.

Could the City please explain how the Applicant determined the size and number of the proposed buildings and when and how the Project would be built?

How do we know the Project site would support improvements of the size and scale contemplated? Latitude Phase I Environmental Part 1 study at page nine states that the site manager was unable to locate prior environmental assessment/s of the Project site – an extraordinary revelation considering the site's previous use as a sand mine that supposedly underwent reclamation. "The mining operation ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit." (Report, p. 3).

Why are there no records of the reclamation? How do we know whether clean-up is complete? Has the Department of Toxic Substances Control (DTSUC) been consulted?

Why wasn't the study author provided with complete documentation regarding the Project site?

There is insufficient information for CEQA analysis of the Project site particularly regarding geology and soils, which may not even support the proposed Project. Nor does Part 2 of the environmental assessment assist. Why isn't this information available? Why commission a geotechnical study on the basis of incomplete information?

Aesthetics

According to the Report at page 42, "The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area." Expected by whom? There are no drawings of the proposed buildings or descriptions or photos of the surrounding area by which to gauge whether an empty industrial park of 15 buildings of assorted size would degrade the visual character of the site and surrounding area. Do empty super-sized industrial parks typically improve the look of ***any*** neighborhood?

Light and glare from a project of this size and scope would no doubt impact nearby uses, especially residents. Unfortunately, there is insufficient description of the Project setting to anticipate how much.

The Municipal Code and El Cerrito Specific Plan both provide some fairly onerous design requirements. How would the Project meet those requirements? The Report doesn't say.

Air Quality

> "The proposed Project consists of multiple industrial/office/warehousing buildings totaling 519,665 SF of industrial usage and 456,629 Square Feet (SF) of warehousing usage and 148,000 industrial offices within a 66-acre project site (different from 75 acres in the Project Description). The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. It's expected that the project would be fully operational in 2022." (Latitude Air Quality Analysis, Executive Summary).

This is inconsistent with the Report, which suggests the Project may be in limbo for as long as 10 years. Which is correct? What does "fully operational" mean when there are no prospective tenants? How does an expert study the impact on air quality for an undetermined use?

> "Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. The CalEEMod input/output model is shown in Attachment A to this report." (Latitude Air Quality Analysis, p.14)

Nowhere does Attachment A explain the basis of the author's calculations obtained without knowing how each of the buildings at the Project site would be used if at all. Nor is there any explanation of the basis for construction emissions calculations – not surprising as the actual construction period is also uncertain. What are all the speculative trip summaries based on, one wonders? Pages and pages of unexplained statistics does not constitute proper CEQA analysis of a Project's impact on air quality. Could the City explain in plain language the significance of ***any*** of the charts provided in the Latitude Air Quality Analysis?

Zoning

The Project site is zoned Light Industrial, which is described in the Adopted General Plan 2004 at page 26 as follows:

> "Light Industrial

> This designation accommodates various low-intensity, non-polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, and distribution facilities. The designation also includes campus-style industrial and business parks. These are intended to provide an employment base for Corona's residents and be generally perceived as **"clean" industries that do not generate nuisance or unsafe levels of noise, vibration, air emissions, or liquid and solid waste**. (emphasis added) Density: FAR 0.5 Height: one to two stories.

Goal 1.12.4 at page 53 of the General Plan advises, "Discourage the development of industrial uses that are land extensive, generate few job opportunities, and contribute little revenue for the City. (Imp 2, 11)." How would a massive, 75-acre industrial park with undetermined tenants possibly fulfill such a directive?

Then later on, "1.12.6 Encourage the reuse of underutilized, vacant, or obsolete industrial buildings with higher value uses that are consistent with the goals and policies of the General Plan. (Imp 24a–24c)." Have any alternative sites been considered – sites with existing buildings appropriate to LI use?

Population and Housing

According to the Environmental Checklist on page 7 of the Report, "The project site being developed for light industrial purposes and would not induce substantial population growth in the city. The project would increase the city's service population, but not the city's overall residential population." Won't prospective tenants and their employees want to live close to work? Won't their businesses attract new suppliers, who might also wish to live closer to their clients?

Geology and Soils

Latitude Phase I Environmental Parts 1 and 2 is based on incomplete information and as such, there is insufficient information not only for CEQA purposes. There is no evidence to show whether the site would safely support the Project as proposed.

The lack of information regarding mine reclamation is especially troubling. The method of reclamation might have had significant environmental effects, which might have required the preparation of a new EIR. *Sierra Club v. County of Sonoma*, 6 Cal. App. 4th 1307, 8 Cal. Rptr. 2d 473, 1992 Cal. App. LEXIS 672, 92 Cal. Daily Op. Service 4543, 92 Daily Journal DAR 7195 (Cal. App. 1st Dist. May 28, 1992).

Was an EIR completed regarding the site reclamation? If so, has the City compared the methodology applied with today's standards to determine whether a new EIR might be required?

Transportation/Traffic

According to the Report at page 17, "Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes." Why four lanes?

> "The Project is expected to generate 4,127 daily trips, 471 (382 inbound, 89 outbound) AM peak hour trips, and 480 (102 inbound, 378 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE)." (Latitude Traffic Impact Analysis, Executive Summary).

What is the basis of this calculation obtained without knowing how or by whom the Project would be used? Why Year 2040 calculations and what is their basis?

There is insufficient information in the Project Description to make any assumptions about the Project's impact on local traffic, noise or air quality. The traffic study is nothing more than pure speculation, which is not a proper basis for CEQA analysis.

According to Report page 18, "because the vehicle trips anticipated for the proposed project were analyzed in the 2004 General Plan Program EIR and the proposed project maintains consistency with the 2004 General Plan, a full VMT analysis was not required for the project and the project's build-out is below the assumed growth projection for the project site."

Where in the General Plan is the calculation that anticipates the impact of a 75-acre industrial park planned with no actual tenants in mind?

Noise

> "The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive residential land use exists over 800-feet to the north and the buildings are oriented so that the truck bays do not directly face north. It is also worth noting that the northerly perimeter closest to the residential land uses will include a downward slope facing the project site. This slope will be landscaped with a variety of shrubs and trees which will help buffer sound beyond the project site. The trucks utilizing these parking spaces and loading docks consist of regular trucks and refrigerated trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site)." (Report, p. 32).

First of all, whose trucks? What would they be transporting? Truck traffic would be inconsistent with the restrictions set out under Light Industrial.

> "Light Industrial
>
> This designation accommodates various **low-intensity, non-polluting types of manufacturing operations**, research and development, e-commerce, wholesale activities, and distribution facilities. The designation also includes campus-style industrial and business parks. These are intended to provide an employment base for Corona's residents and be generally perceived as **"clean" industries that do not generate nuisance or unsafe levels of noise, vibration, air emissions, or liquid and solid waste**." (emphasis added) (Adopted General Plan 2004, p. 26).

Nowhere does the Latitude Noise Analysis explain the basis of the speculative estimates from which its noise calculations derive without knowing how exactly the Project would be used. This study is pure speculation and as such does not constitute proper CEQA analysis of the Project's potential noise impact – especially important when sensitive receptors are just 800 feet away.

Water/Hydrology

There is no proper analysis of the Project's impact on water. How could there be when there is no information regarding the site's previous use as a mine or whether the reclamation was properly completed? There is nothing to explain what toxins may remain at the site or the impact mining activities may have had on the groundwater.

At page 37 of the Report is the revelation that "The analysis (water usage) considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years. The water demand for the project was then calculated accordingly." What does "accordingly" mean? Does this analysis meet the water district's test for usage? The Latitude Water Supply Analysis appendix fails to explain the basis of its water use calculation. Has the water district been consulted?

Conclusion

Unfortunately, there is just insufficient information in the Report and related appendices on which to assess any of the potential environmental impacts of this Project. Perhaps if the City could locate the Environmental Impact Review (EIR) conducted for the mine reclamation performed at the site, it might shed some light on whether it would safely support the proposed development. Similarly, perhaps if the City would explain its obligations under the Corona Municipal Code regarding industry assistance and how these provisions apply to the Project, we might have a clearer understanding of the Project's purpose. In the absence of prospective tenants, particularly, it's

difficult to appreciate the size, scale and purpose of such a proposal, which would alter the area radically and perhaps dangerously.

Thank you once again for the opportunity to provide questions and comments.

Sincerely,

J. Michael Goolsby

J. Michael Goolsby
President and CEO
Better Neighborhoods, Inc.

COMMUNITY DEVELOPMENT DEPARTMENT
MEMORANDUM

DATE: **February 2020** (Updated February 19, 2020)

SUBJECT: **City Responses on Comments to the Latitude Business Park MND**

Letter: Golden State Environmental Justice Alliance, January 29, 2020.

1. Project Description

Comment 1-1:

The comment is the MND does not provide a site plan that includes meaningful information such as breakdown of total building square footage, parking, and other related development standards; and only the Supplemental Traffic Analysis (STA) includes a site Plan with this information. Burying this information in the technical appendices is in violation of CEQA's requirements for meaningful disclosure (CEQA § 21003(b)). The conclusion of the comment is that an EIR must be prepared which includes a site plan that provides meaningful information that is necessary for project analysis, including a breakdown of total building square footage, parking, and other related development standards.

Response 1-1:

CEQA includes two parts; the statute and the guidelines. The statute is the law, enacted and modified by the state legislature. The guidelines are the primary rules and interpretation of CEQA. The guidelines explain how to get through the process and contain mandatory, advisory and permissive direction. CEQA § 21003 (b) is part of the statute and states:

Documents prepared pursuant to this division be organized and written in a manner that will be meaningful and useful to decisions to makers and to the public.

The comment that the MND was prepared in violation of CEQA with specific reference to CEQA § 21003 (b) does not consider the Guidelines for Implementation of the California Environmental Quality Act under Title 14 of the California Code of Regulations §§ 15000 et seq. CEQA Guidelines § 15063 (d) describes the contents of an initial study. This section states an initial study shall contain in brief form:

(1) A description of the project, including the location of the project;
(2) An identification of the environmental setting;
(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The

EXHIBIT P

brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found;

(4) A discussion of ways to mitigate any significant effects identified;

(5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls;

(6) The name of the person or persons who prepared or participated in the Initial Study.

The Latitude Business Park initial study/MND provides the above information in brief form as allowed by CEQA Guidelines § 15063 (d). Additionally, to imply that the mitigated negative declaration does not include meaningful information and therefore warrants an EIR is not an accurate statement. CEQA § 15150 (a) clearly states *an EIR or negative declaration my incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Any incorporated document shall be considered to be set forth in full as part of the text of the environmental document. When all or part of another document is incorporated by reference, that document shall be made available to the public for inspection at the City's offices. The environmental document shall state where incorporated documents will be available for inspection.*

Furthermore, CEQA § 15151 describes the standards for adequacy of an EIR. This section clearly states that *an evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible*. The project information provided in the Latitude Business Park MND describes the scope of the project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate and provides the reader an understanding of the project being discussed in the initial study/MND. Additionally, the technical studies were also cited throughout the document based on the project. The technical studies were made available to the public on the city's website and were placed in the same location where the initial study/MND was made available. Therefore, the public has access to the information being referenced in the initial study/MND.

Comment 1-2:

The MND and STA Site Plan are also inconsistent. For example, the MND states the project proposes 535,205 sf of warehousing while the STA Site Plan depicts 695,978 sf of warehousing. The MND states the project proposes 159,744 sf of manufacturing while the STA Site Plan depicts 255,805 sf of warehousing. The MND is inconsistent and unreliable as an informational document. A project EIR must be prepared which is internally consistent and provides accurate square footage of each proposed use. The square footage of each proposed use must be utilized consistently throughout all portions and topics of environmental analysis.

Response 1-2:

The letter fails to recognize that the narrative in the Supplement Traffic Analysis dated November 29, 2019 and the Updated Project Trip Generation Forecast provided in Table A of the Supplemental TIA correctly notes the building square footages used for the traffic analysis. The square footages described in the Supplemental Traffic Analysis are identical to the square footages provided in the initial study/MND project description. Therefore, the results of the analysis were done based on the square footages noted in the trip generation forecast table. Also, the project's site plan is being reviewed by application Precise Plan 2019-0001 which shows the square footages of the project to be consistent with the project description of initial study/MND.

2. Population and Housing

Comment 2-1:

The comment is the MND concludes that the project will not induce substantial population growth but would increase the city's service population and not the city's overall residential population. No employment generation estimates were provided to support this conclusion. The comment further states that although Corona's General Plan does not include employment generation estimates by land use or a square feet per employee factor, Appendix E – *Socioeconomic Build-out Projections Assumptions and Methodology* of the Riverside County's General Plan does include employment generation ratios. If the city were to utilize the Riverside County General Plan, the project would generate 1,167 employees.

The comment is the MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. In order to comply with CEQA's requirements for meaningful disclosure, a project EIR must be prepared which provides an accurate estimate of employees generated by all uses of the proposed project according to the Riverside County General Plan employment generation ratios or a project specific employment generation study. It must also provide demographic and geographic information on the location of qualified workers to fill these employment positions.

Response 2-1:

The Latitude Business Park initial study/MND states that the General Plan designation of the project site is Light Industrial. The initial study/MND further states the city's General Plan was last updated in 2004 and the project site was designated light industrial under the General Plan Update and that no change to the General Plan land use on the project site has occurred since 2004.

The General Plan EIR (2004), Table 3-1, *City of Corona Potential New Development* discusses new development that could occur under the General Plan Update and covers residential, commercial and industrial land uses. The project site was included in the estimated potential new development category for industrial. The information provided in Table 3-1 was then used in the General Plan EIR to determine potential residential population growth and potential new employment generation. Table 4.3-5, *Potential New Employment Generation* includes potential employment generated from new commercial and industrial land uses under the General Plan Update. Therefore, service population growth anticipated from the project site was already considered and analyzed in the General Plan EIR (2004) and General Plan Update. This information will be added to the Final MND to provide clarity on the analysis already by the 2004 General Plan Update.

3. Geologic Problems

Comment 3-1:

The comment is the project grading described in the MND which involves 735,000 cubic yards of cut and 673,000 cubic yards of fill will balance the site even though there will be a minimum 62,000 cubic yard surplus soil. The MND does not indicate if the reduced 0.5 cut ratio described was included for analysis, whether as part of the 62,000 cubic yard surplus or otherwise. Also, there is no mechanism for public verification of conclusions made by the MND, such as a grading plan. A project EIR must be prepared to provide supporting evidence to demonstrate how project grading will balance onsite, including a grading plan, in order to adequately and accurately analyze all potentially significant environmental impacts.

Response 3-1:

The initial study/MND prepared for the Latitude Business Park was based on the Tentative Tract Map 37608 and Precise Plan 2019-0001 applications submitted for the project. These applications are noted in the initial study/MND and are public record and available to public if requested. The Precise Plan 2019-0001 application contains a preliminary grading plan and site plan for the project. Therefore, on-site grading conditions were evaluated for the project site.

4. Air Quality

Comment 4-1:

The CalEEMod output sheets do not accurately model the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse.

Response 4-1:

As indicated in the initial study/MND under operational emissions the air quality assessment was prepared using the project's initial traffic impact analysis that analyzed 1,124,290 square feet of total building area. The project was reduced by 49,519 square feet resulting in a total building square footage of 1,074,771. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The air quality assessment dated June 24, 2019, concluded that the project at 1,124,290 square feet of building area (breakdown: office 148,000 square feet, industrial park 456,629 square feet, and warehouse 519,665 square feet) was below emission thresholds established by AQMD for construction and operation. This information is provided in Table 1 below.

However, to further demonstrate that the project at the slightly higher warehouse square footage (535,205 square feet) is still within established emission thresholds, the CalEEMod was redone. The updated CalEEMod dated February 13, 2020, included the revised warehouse square footage and the addition of the parking lot containing 2,247 parking spaces. Construction emissions under this scenario are shown in Table 2 and operational emissions are shown in Table 3. Additionally, the parking lot was included in the modeling based on the comment that the air quality modeling did not include the use of the parking lot.

Table 1: Expected Daily Pollutant from Air Quality Assessment dated June 24, 2019

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	7.09	35.02	95.55	0.36	30.21	8.26
Total with Design Features (Lb/Day)	**31.31**	**35.85**	**96.36**	**0.36**	**30.27**	**8.32**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (Lb/Day)	24.13	0.00	0.12	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.09	0.83	0.69	0.00	0.06	0.06
Operational Vehicle Emissions (Lb/Day)	6.80	35.79	89.69	0.34	30.21	8.27
Total with Design Features (Lb/Day)	**31.02**	**36.61**	**90.50**	**0.35**	**30.27**	**8.33**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

Tables 2 and 3
Expected Construction and Operation Emissions with 2,247 parking spaces and updated Warehouse SF
(February 13, 2020)

Table 2: Updated Construction

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
Worst Case Construction	39.94	39.40	68.12	0.23	18.27	0.30	18.33	9.98	0.28	10.05
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	**-**	**-**	**150**	**-**	**-**	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	**-**	**-**	**No**	**-**	**-**	**No**

Table 3: Updated Operations

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	**31.45**	**48.35**	**101.56**	**0.43**	**32.95**	**9.26**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Total with Design Features (Lb/Day)	**31.22**	**49.36**	**94.97**	**0.41**	**32.96**	**9.26**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

The emission thresholds based on the increased warehouse square footage and parking lot continues to be less than significant.

This information will be updated in the project's Final MND.

Comment 4-2:

No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing.

Response 4-2:

The CalEEMod analysis utilized the Industrial Park land use which is a more conservative options since energy usage in an industrial park is higher than manufacturing, and water and solid waste is the same intensity with respect to water and solid waste usage. Therefore, the analysis would adequately represent the proposed project. Data verification for each use can be identified within Appendix D of the CalEEMod User Guide provided by South Coast, comparing manufacturing with industrial park.

http://www.aqmd.gov/caleemod/user's-guide

Comment 4-3:

The CalEEMod output sheets do not model any of the proposed warehouse space as refrigerated/cold storage. At least 50% of the proposed warehouse space must be modeled as refrigerated/cold storage, which is especially necessary as the noise analysis states that trucks utilizing the project site will "consist of regular trucks and refrigerated trucks." An EIR must be prepared which models the at least 50% of the proposed warehouse space as refrigerated warehouse in order to present an accurate analysis of the project's potentially significant Air Quality, Energy, and Greenhouse Gas impacts.

Response 4-3:

There is no rule, regulation or cited source provided by the commenter that requires the project to model 50% of the proposed warehouse space as refrigerated/cold storage. This is an arbitrary number with no justification.

Comment 4-4:

The CalEEMod output sheets further misrepresent the project because the analysis is inconsistent with the project description. The project description states that construction will occur in two phases. Phase 1 will construct 752,889 sf of buildings in the central/east area of the site and Phase 2 will construct 321,882 sf of buildings on the west side of the site. The CalEEMod output sheets only modeled project construction as one phase, which does not capture the potentially significant air quality impacts resulting from overlap of Phase 1 operations and Phase 2 construction.

Response 4-4:

To balance the amount of earthwork across the entire site the project site will be graded in a single phase. However, the construction of the buildings can occur over time depending on the market.

The air quality analysis assumed a worst-case scenario by showing construction in single phase. In fact, the commenters scenario for a phased construction approach would result in construction emissions that are less than the project's worst-case scenario.

To demonstrate, if both 100% construction and 100% operations occurred at the same time the project's emissions would still be less than significant (Table 4). Using this information, a phased construction scenario with a partial occupancy would continue to be less than significant.

Additionally, to respond to the comment that the parking lot along with the truck parking spaces was not included in the air quality modeling, this information was also provided in Table 4. The results show that the project's emissions would be less than significant as they would not exceed the thresholds established by AQMD. The updated CalEEMod dated February 13, 2020 is also provided as an attachment to this memo. This updated information will be provided in the Final MND.

Table 4 Expected Construction and Operational Emissions with 2,247 Parking Spaces

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
50% Construction as updated to include land use in Table 1 and updated traffic (lb/day)	19.97	19.70	34.06	0.12	9.14	0.15	9.17	4.99	0.14	5.03
50% operational emissions as updated to include land use in Table 1 and updated traffic (lb/day)	15.725	24.175	50.78	0.215	16.475	4.63	15.725	24.175	50.78	0.215
Total (Lb/day)	**35.70**	**43.88**	**84.84**	**0.34**	**25.62**	**4.78**	**24.90**	**29.17**	**50.92**	**5.25**
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	**-**	**-**	**150**	**-**	**-**	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	**-**	**-**	**No**	**-**	**-**	**No**

Comment 4-5:

Corona Municipal Code Section 17.84.040 permits construction activity between the hours of 7:00 A.M. - 8:00 P.M. Monday through Saturday and 10:00 A.M. - 6:00 P.M. on Sundays/federal holidays. The MND does not provide a "worst-case scenario" analysis of construction equipment emitting pollutants for the legal 13 hours on weekdays and Saturday plus 8 hours on Sunday. It is legal for construction to occur for much longer hours and more days (7 days per week including Saturday and Sunday, 365 days per year) than modeled in the AQA. The Air Quality modeling must be revised to account for these legally possible longer construction days and increased number of construction days.

Response 4-5:

The project's air quality modeling under CalEEMod considered a typical work week, Monday through Friday, with construction activity occurring within an 8 hour work day. The city's municipal code provides hours of opportunities for construction activity but does not mean all construction

projects would work continuously within the hours allowed by the Corona Municipal Code. The air quality assessment used a typical work week schedule and typical working hours for the project, which is a reasonable assumption for the project.

Comment 4-6:

The LST analysis includes modeling of four sensitive receptors "at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles." There is no other information given regarding the exact location of the sensitive receptors or the distance from the project site utilized for modeling and analysis. The nearest residences are located across Liberty Ave., which are approximately 25 feet from the site and must be modeled at this distance for analysis.

Response 4-6:

The LST (localized significance thresholds) analysis has been prepared similar to SCAQMDs LST lookup charts starting at 25 meters from the project boundary. Figure 3-B of the Air Quality Assessment shows how the contours were set up using boundary receptors. These receptors are touching the worst-case residential receptors and LST impacts were found to be less than significant at these locations.

Comment 4-7:

The MND does not indicate that any schoolchild or worker modeling was including for analysis, which is vital since El Cerrito Middle School is approximately 1,600 feet from the project site and businesses are also located approximately 25 feet from the project site across Liberty Ave. and approximately 93 feet from the project site across Tom Barnes St. A project EIR must be prepared to include this analysis in order to provide an accurate analysis of all potentially significant environmental impacts.

Response 4-7:

Figure 3-A of the Air Quality Assessment shows how the health risk model was prepared and identifies sensitive receptors representative of the project area. Sensitive receptors are homes and schools and not businesses. However, because residential properties are located north of the project in addition to businesses, the businesses are also represented in the health risk assessment model due the location. Cancer risk calculations includes human age sensitivities from newborns to adult and have been calculated at these sensitive receptor locations and were found to be less than significant through using Tier 4 diesel construction equipment. The City will require that all equipment onsite during construction is Tier 4. Sensitive receptors further away from the project site would be exposed to fewer project emissions and would therefore be less than significant.

Comment 4-8:

The MND only discusses odors related to construction and does not provide any analysis of potentially offensive odors generated with project operations. The MND concludes that construction odors are "short term" and therefore not considered an impact, but does not include a CEQA exemption or reference for this conclusion. Additionally, uses that are permitted by right at the project site include facilities that may result in objectionable odors, such as food processing, fiberglass and acid manufacturing, and rubber reclaiming. The MND is inadequate and avoids

discussion regarding the potentially objectionable operational odors by not disclosing the types of uses that may operate at the property. A project EIR must be prepared to include analysis of operational odors with a use analysis that includes all types of permitted uses at the project site, including those that emit objectionable odors.

Response 4-8:

Future business operations are required to obtain necessary regulatory permits from AQMD, if necessary, for their operation. Industrial buildings over time are re-occupied with new businesses and not every new business is subject to discretionary review under CEQA. However, certain businesses may be subject to certain regulatory permits, which are considered ministerial under CEQA. New businesses would only be subject to CEQA if the proposed use requires discretionary review by the zoning of the property. Therefore, this project is not required to assess every type of business that could potentially occupy the buildings. The uses for the buildings are required to adhere to the light industrial zoning of the property, which already describe the types of uses allowed in this zone.

Comment 4-9:

The MND includes Mitigation Measure (MM) 5-1 which states: MM 5-1:

The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment.

However, MM 5-1 is unenforceable as there is no enforcement entity, field verification, or lead agency oversight component. An EIR must be prepared with revised Mitigation Measures to include consistent and timely verification of compliance by the lead agency throughout the duration of project construction in order to comply with CEQA § 15126.4 (a)(2).

Response 4-9:

The city's field inspectors do on-site preconstruction meetings with project contractors. Specific mitigation associated with the project is verified by field staff. Additional language will be added in the Final MND.

5. Transportation/Traffic

Comment 5-1:

Table 5-1 Project Trip Generation Rates and Forecast of the Traffic Appendix does not accurately reflect the proposed project. For example, only 519,665 sf of warehouse is modeled while the project proposes 535,205 sf of warehouse. No manufacturing space is modeled even though the project proposes 159,744 sf of manufacturing. A project EIR must be prepared which includes a trip generation analysis that accurately reflects the proposed project. Additionally, the Study Area must be expanded to include the following traffic facilities: *Freeway Merge/Diverge* I-15 at CA-91 I-15 at I-210 Page of 7 11 I-15 at I-10 I-15 at CA-60

Response 5-1:

See Response 1-2. Additionally, the freeway interchanges are beyond the study area defined by the City TIA Scoping process.

Comment 5-2:

The assessment of fees here is not adequate mitigation as there is no evidence mitigation will actually result (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099,1122.).. An assessment of fees is appropriate when linked to a specific mitigation program, which the MND has not identified. (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, *Save our* Page of 8 11 *Peninsula Comm. v. Monterey County Bd. Of Supers.* (2001) 87 Cal.App.4th 99, 141.). The lead agency is unable to ensure that the fair share fees will be utilized to construct the improvements identified in MM 6-2, MM 6-5, MM 6-6 and MM 6-7. An EIR must be prepared for the project, including meaningful analysis regarding the traffic impacts if MM 6-2, MM 6-5, MM 6-6 and MM 6-7 are not constructed. The proposed mitigation measures represent uncertain mitigation and is improperly deferred in violation of CEQA. In order to reasonably achieve mitigation, the improvements could be required to be constructed by the project applicant prior to building occupancy.

Response 5-2:

The recommended traffic improvements are either part of a City/County improvement project or consistent with the General Plan Circulation Element and therefore a fair share contribution is appropriate. The mitigation measures indicate the project's fair share contribution toward the cost of future improvements. Certain traffic improvements are required to be either constructed or guaranteed to be constructed by the developer either prior to the issuance of the first building permit or prior to map recordation, whichever occurs first. Therefore, the city's collection of fees for improvements that are not warranted at project opening, but may be warranted in the future are being paid prior to project opening and not being deferred. Traffic improvements that are 100% responsible by the project are required to be constructed prior to project opening.

6. Noise

Comment 6-1:

The MND is erroneous in stating that the site "will be mass graded in one phase." The project description states that the project will be developed in two phases. A project EIR must be prepared which analyzes a worst-case scenario consistent with the project description - Phase 1 of the site will be graded, then constructed, and become operational while Phase 2 of the site is graded and then constructed.

Response 6-1:

See Response 4-4. The noise analysis was done using the worse-case scenario.

Comment 6-2:

The MND and Noise Analysis do not include any on-site noise measurements to establish baseline noise levels at the project site or nearby residences. The MND is not an adequate informational document and a project EIR must be prepared to establish baseline noise levels for the project site, nearby residences, and El Cerrito Middle School in order to provide an accurate and adequate analysis of all potentially significant noise impacts generated by the proposed project.

Response 6-2:

Direct noise impacts, truck noise and HVAC noise levels are discussed in the initial study/MND. Furthermore, all businesses operations, except for loading and unloading activities will be done inside the industrial buildings. Also, the El Cerrito Specific Plan prohibits the outside storage of materials and outdoor services within Planning Areas 1 and 2 of the Light Industrial designation, which is the project site location.

Comment 6-3:

The MND concludes that because "construction noise is of short-term duration" it "will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City." The MND and Noise Analysis do not provide any meaningful analysis, quantified estimates, or supporting evidence to support the conclusion that construction noise impacts will be less than significant. An EIR must be prepared which includes a project specific technical Noise Analysis for construction of the proposed project.

Response 6-3:

Construction noise associated with construction equipment was provided in the initial study/MND (Table 10-5). Also, the Corona Municipal Code, Section 17.84.040 (D)(2) makes special provision for construction noise. Construction noise is recognized as noise which is disturbing, excessive or offensive and constitutes a nuisance involving discomfort or annoyance to persons of normal sensitivity residing in the area, which is generated by the use of any tools, machinery or equipment used in connection with construction operations. For this reason, construction noise is limited to certain hours of the day and identified in the initial study/MND. Also, construction will be done in stages with certain equipment being on the site on different days. A construction phasing schedule was provided in the Air Quality section of the initial study in Table 5-3. This table demonstrates the types of equipment that would be on the project site at a given time. Mitigation was also applied to the project that requires construction equipment to be staged on the project site that has the greatest distance to noise sensitive receptors.

7. Energy

Comment 7-1:

The MND concludes that because the project is within "walking distance" of the Corona Cruiser Red Line, VMT would be reduced and the project would have a less than significant energy impact. The MND does not provide quantified or meaningful supporting evidence to assert this conclusion. For example, there is no exact distance given to the Red Line or an estimate of how many employees may use the service. There are no implementation plans discussed for public transit, such as employee rideshares, carpools, or advertising/incentives for employees to use the Red Line. There

is also no discussion regarding reduced truck/trailer trips to support reduction of energy consumption.

Response 7-1:

The project is located less than .5 miles from the nearest transit area which could reduce daily trips from employees. Also, the initial study/MND talked about the nearby commercial retail services and eating establishments available within walking distance to future employees due to the location of The Crossings shopping center located directly south of the project site. Because these services are within walking distance, mid-day vehicle trips from the project site are likely to be reduced. Also, new construction projects are required to comply with the California Green Building Standards Code (2019). In this particular case, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. Based on this table, the project would be required to provide EV charging stations at six percent of the total number of actual parking spaces. Compliance with the California Green Building Standards Code is checked by city staff during the plan check process and prior to the issuance of a building permit. This language will be updated in the Final MND.

Comment 7-2:

The MND and Energy Analysis Appendix are inconsistent. The Energy Analysis Appendix utilizes uncertain language by stating that the project "will *likely* be required by the City to provide the wiring and a dedicated space(s) and for multiple electric vehicle charging stations within parking areas of the facility." Given the coordination with the lead agency required to produce a MND, it must be known whether or not this will be required and if it has potential to contribute towards the project's energy reduction capabilities. The MND does not discuss this point from the Appendix and instead states that there is "an electric vehicle charging station located adjacent to the project site within the parking lot of the shopping center near Target. Therefore, employees will have access to vehicle charging stations within walking distance to the project." The capabilities of adjacent properties cannot be utilized for energy consumption reduction of the proposed project. The proposed project must offer electric vehicle charging stations onsite in order to utilize that energy savings as a contribution towards a less than significant energy impact.

Response 7-2:

See response 7-1 on the requirement of EV charging stations for the project.

Comment 7-3:

It must also be noted that the text of the MND and Energy Analysis Appendix contain a mitigation measure for project construction that is not discussed or included in the Mitigation Monitoring and Reporting Program (MMRP).

Response 7-3:

The Energy Analysis Appendix references mitigation measures that include using cleaner engines for construction equipment, high efficiency lighting and recycling and compost services. The initial

study/MND already has a mitigation measure that requires the project to use Tier 4 diesel construction equipment (MM 6-4). Also, it is mandatory that all new construction comply with the latest adopted California Building Standards Code and the California Green Building Standards Code. The California Green Building Standards Code references mandatory energy efficiency standards for nonresidential projects in Chapter 5, Division 5.2. Because this is a mandatory requirement for all new construction a separate mitigation measure is not required. Finally, the project is required to comply with all applicable ordinances governed by the Corona Municipal Code. The Corona Municipal, Chapter 8.20, Collection of Refuse and Recyclable Materials, as amended by the City Council on February 5, 2020, mandates recycling requirements for commercial facilities. The amended ordinance is scheduled for adoption on February 19, 2020. Because this requirement is enacted by city ordinance a separate mitigation measure is not required.

Letter: Better Neighborhoods, January 31, 2020

Comment 8-1:

We don't find out until page 38 of the Report discussing water usage that "The analysis considered the project in two phases; Phase 1 is assumed to begin within five years, and Phase 2 within ten years," which contradicts statements in several of the appendices indicating that construction would be complete within two years. Which is correct?

Response 8-2:

The report states <u>within</u> five years for Phase 1 and <u>within</u> 10 years for Phase 2. This means that each phase of the project can occur now and within the years specified. It does not say Phase 2 will occur 10 years later. The Water Supply Assessment analysis concluded that there is sufficient water supply projecting through 2040 for all phases of the project.

Comment 8-2:

Use is a crucial feature in every development application. Use very much determines the type of analysis to apply under the California Environmental Quality Act (CEQA). As tenants apply to become occupants at the Project, CEQA would almost certainly require new and updated analysis - studies based on actual fact, not notion or unexplained 'guesstimates'. Use might also prompt the need for changes to the proposed buildings. Why not wait until at least several tenancies are certain?

Response 8-2:

Industrial buildings over time are re-occupied with new businesses and not every new business is subject to discretionary review under CEQA. However, certain businesses may be subject to certain regulatory permits, which are considered ministerial under CEQA. New businesses would only be subject to CEQA if the proposed use requires discretionary review by the zoning of the property. Therefore, this project is not required to assess every type of business that could potentially occupy the buildings. The uses for the buildings are required to adhere to the light industrial zoning of the property, which already describe the types of uses allowed in this zone and therefore the project site.

Comment 8-3:

How do we know the Project site would support improvements of the size and scale contemplated? Latitude Phase I Environmental Part 1 study at page nine states that the site manager was unable to locate prior environmental assessment/s of the Project site – an extraordinary revelation considering the site's previous use as a sand mine that supposedly underwent reclamation. "The mining operation ceased in 1997 and the site has since been reclaimed by prior grading operations associated with the reclamation process under the previous surface mine permit." (Report, p. 3).

Why are there no records of the reclamation? How do we know whether clean-up is complete? Has the Department of Toxic Substances Control (DTSUC) been consulted?

Response 8-3:

The city's Community Development Department as well as the Office of Mine Reclamation (OMR) have records of the reclamation plan for the former Corona Sand Mine. The city has written verification from OMR dated September 29, 2015, that OMR staff inspected the site on September 16, 2015 and concurred with the city's certification that the mine site had been substantially reclaimed in accordance with the approved reclamation plan. OMR further confirmed that city fulfilled the requirements of CCR Section 3805.5.

Comment 8-4:

There is insufficient information for CEQA analysis of the Project site particularly regarding geology and soils, which may not even support the proposed Project. Nor does Part 2 of the environmental assessment assist. Why isn't this information available? Why commission a geotechnical study on the basis of incomplete information?

Response 8-4:

The end of the initial study discloses the documents incorporated by reference. The initial study states where the Preliminary Geotechnical Report is located, which is Appendix B of the Preliminary WQMP. The sources cited were made available on the city's website.

Comment 8-5:

According to the Report at page 42, "The project is expected to improve the current appearance of the project site and will not result in a situation that would degrade the visual character of the site or the surrounding area." Expected by whom? There are no drawings of the proposed buildings or descriptions or photos of the surrounding area by which to gauge whether an empty industrial park of 15 buildings of assorted size would degrade the visual character of the site and surrounding area. Do empty super-sized industrial parks typically improve the look of ***any*** neighborhood?

Response 8-5:

The initial study/MND identifies the project title applications associated with the project. The site plan and architecture of the buildings associated with the project are provided as part of Precise Plan 2019-0001. The project applications are available for public review at the city's Community Development Department. This information can also be provided to the public upon request.

Also, the initial study describes the surrounding area and provides an aerial photograph of the project site and surrounding area. The project site is surrounded by urban uses and is adjacent to a regional retail shopping center to the south. The regional shopping center contains just over 1 million square feet of building area, paved parking and landscaping.

Comment 8-6:

"The proposed Project consists of multiple industrial/office/warehousing buildings totaling 519,665 SF of industrial usage and 456,629 Square Feet (SF) of warehousing usage and 148,000 industrial offices within a 66-acre project site (different from 75 acres in the Project Description). The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. It's expected that the project would be fully operational in 2022." (Latitude Air Quality Analysis, Executive Summary).

This is inconsistent with the Report, which suggests the Project may be in limbo for as long as 10 years. Which is correct? What does "fully operational" mean when there are no prospective tenants? How does an expert study the impact on air quality for an undetermined use?

Response 8-6:

The initial study stated the project would be developed in two phases. The initial study never stated the project would be in limbo for 10 years.

Comment 8-7:

"Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. The CalEEMod input/output model is shown in Attachment A to this report." (Latitude Air Quality Analysis, p.14)

Nowhere does Attachment A explain the basis of the author's calculations obtained without knowing how each of the buildings at the Project site would be used if at all. Nor is there any explanation of the basis for construction emissions calculations – not surprising as the actual construction period is also uncertain. What are all the speculative trip summaries based on, one wonders? Pages and pages of unexplained statistics does not constitute proper CEQA analysis of a Project's impact on air quality. Could the City explain in plain language the significance of ***any*** of the charts provided in the Latitude Air Quality Analysis?

Response 8-7:

See responses 4-1, 4-2 and 4-4.

Comment 8-8:

According to the Environmental Checklist on page 7 of the Report, "The project site being developed for light industrial purposes and would not induce substantial population growth in the city. The project would increase the city's service population, but not the city's overall residential population." Won't prospective tenants and their employees want to live close to work? Won't their businesses attract new suppliers, who might also wish to live closer to their clients?

Response 8-8:

See Response 2-1.

Comment 8-9:

Latitude Phase I Environmental Parts 1 and 2 is based on incomplete information and as such, there is insufficient information not only for CEQA purposes. There is no evidence to show whether the site would safely support the Project as proposed.

The lack of information regarding mine reclamation is especially troubling. The method of reclamation might have had significant environmental effects, which might have required the preparation of a new EIR. *Sierra Club v. County of Sonoma*, 6 Cal. App. 4th 1307, 8 Cal. Rptr. 2d 473, 1992 Cal. App. LEXIS 672, 92 Cal. Daily Op. Service 4543, 92 Daily Journal DAR 7195 (Cal. App. 1st Dist. May 28, 1992).

Was an EIR completed regarding the site reclamation? If so, has the City compared the methodology applied with today's standards to determine whether a new EIR might be required?

Response 8-9:

See Responses 8-3 and 8-4.

Comment 8-10:

According to the Report at page 17, "Temescal Canyon Road adjacent to the project site is partially improved. The unimproved portion of the street adjacent to the project site will be improved to the city's arterial street standard for four lanes." Why four lanes?

Response 8-10:

Temescal Canyon Road is being improved according the city's General Plan Circulation Element and Riverside County's General Plan. The city's General Plan identifies Temescal Canyon Road as a major arterial 4 lane road.

Comment 8-11:

"The Project is expected to generate 4,127 daily trips, 471 (382 inbound, 89 outbound) AM peak hour trips, and 480 (102 inbound, 378 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE)." (Latitude Traffic Impact Analysis, Executive Summary).

What is the basis of this calculation obtained without knowing how or by whom the Project would be used? Why Year 2040 calculations and what is their basis?

Response 8-11:

The Supplement Traffic Analysis dated November 29, 2019 and the Updated Project Trip Generation Forecast provided in Table A of the report correctly notes the building square footages for each land use used for the traffic analysis.

The traffic analysis is also required to look at traffic impacts in the city's build out condition, which is

Year 2040.

Comment 8-12:

Nowhere does the Latitude Noise Analysis explain the basis of the speculative estimates from which its noise calculations derive without knowing how exactly the Project would be used. This study is pure speculation and as such does not constitute proper CEQA analysis of the Project's potential noise impact – especially important when sensitive receptors are just 800 feet away.

Response 8-12:

See Response 6-2.

Comment 8-13:

There is no proper analysis of the Project's impact on water. How could there be when there is no information regarding the site's previous use as a mine or whether the reclamation was properly completed? There is nothing to explain what toxins may remain at the site or the impact mining activities may have had on the groundwater.

Response 8-13:

The Phase 1 Environmental Site Assessment prepared for the project was discussed under the Hazards and Hazardous Materials section of the initial study. The initial study also indicated research was done through the U.S. Environmental Protection Agency database and Department of Toxic Substances Control's database and that based on field observations and literature review the site does not have hazardous materials.

Comment 8-14:

The Latitude Water Supply Analysis appendix fails to explain the basis of its water use calculation. Has the water district been consulted?

Response 8-14:

The City of Corona operates its own water agency under the Corona Department of Water and Power. The Water Supply Assessment was commissioned by the City of Corona and approved by the Corona Department of Water and Power.

Latitude Business Park

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	42.4368	58.1903	64.6227	0.2172	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9376
2021	41.7069	52.8017	60.5586	0.2131	13.1886	1.2002	14.3887	3.5445	1.1335	4.6780	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**42.4368**	**58.1903**	**64.6227**	**0.2172**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	40.4323	39.6839	65.2354	0.2172	18.2675	0.3005	18.3311	9.9840	0.2864	10.0475	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9375
2021	39.9446	36.2062	61.4585	0.2131	13.1886	0.1922	13.3808	3.5445	0.1829	3.7274	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**40.4323**	**39.6839**	**65.2354**	**0.2172**	**18.2675**	**0.3005**	**18.3311**	**9.9840**	**0.2864**	**10.0475**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9375**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.48**	**31.63**	**-1.21**	**0.00**	**0.00**	**85.50**	**9.02**	**0.00**	**85.13**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Unmitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Latitude Business Park

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	41.9412	57.9060	67.5091	0.2266	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	41.2365	52.6078	63.2628	0.2221	13.1886	1.1982	14.3867	3.5445	1.1316	4.6761	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**41.9412**	**57.9060**	**67.5091**	**0.2266**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	39.9367	39.3996	68.1219	0.2266	18.2675	0.2980	18.3311	9.9840	0.2840	10.0475	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	39.4742	36.0124	64.1627	0.2221	13.1886	0.1902	13.3788	3.5445	0.1810	3.7255	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**39.9367**	**39.3996**	**68.1219**	**0.2266**	**18.2675**	**0.2980**	**18.3311**	**9.9840**	**0.2840**	**10.0475**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.53**	**31.76**	**-1.16**	**0.00**	**0.00**	**85.63**	**9.02**	**0.00**	**85.26**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Unmitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Latitude Business Park

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.6180	6.9452	6.9288	0.0226	1.4434	0.1946	1.6381	0.4331	0.1824	0.6156	0.0000	2,080.3362	2,080.3362	0.1761	0.0000	2,084.7376
2021	4.0815	5.2912	6.0447	0.0214	1.2823	0.1187	1.4010	0.3452	0.1121	0.4573	0.0000	1,973.3708	1,973.3708	0.1325	0.0000	1,976.6825
Maximum	**4.0815**	**6.9452**	**6.9288**	**0.0226**	**1.4434**	**0.1946**	**1.6381**	**0.4331**	**0.1824**	**0.6156**	**0.0000**	**2,080.3362**	**2,080.3362**	**0.1761**	**0.0000**	**2,084.7376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.3421	4.1198	7.0294	0.0226	1.4434	0.0316	1.4750	0.4331	0.0302	0.4633	0.0000	2,080.3358	2,080.3358	0.1761	0.0000	2,084.7372
2021	3.9071	3.6482	6.1338	0.0214	1.2823	0.0189	1.3012	0.3452	0.0180	0.3632	0.0000	1,973.3705	1,973.3705	0.1325	0.0000	1,976.6822
Maximum	**3.9071**	**4.1198**	**7.0294**	**0.0226**	**1.4434**	**0.0316**	**1.4750**	**0.4331**	**0.0302**	**0.4633**	**0.0000**	**2,080.3358**	**2,080.3358**	**0.1761**	**0.0000**	**2,084.7372**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**6.72**	**36.52**	**-1.46**	**0.00**	**0.00**	**83.90**	**8.65**	**0.00**	**83.64**	**22.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Latitude Business Park - South Coast Air Basin, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	1.4005	0.2356
2	4-1-2020	6-30-2020	2.0355	1.4263
3	7-1-2020	9-30-2020	2.7224	2.0750
4	10-1-2020	12-31-2020	3.3063	2.6324
5	1-1-2021	3-31-2021	3.0378	2.4477
6	4-1-2021	6-30-2021	3.0499	2.4533
7	7-1-2021	9-30-2021	3.0835	2.4803
		Highest	3.3063	2.6324

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	2,413.3542	2,413.3542	0.0832	0.0290	2,424.0822
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	237.9379	0.0000	237.9379	14.0617	0.0000	589.4810
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**316.7891**	**7,956.6727**	**8,273.4618**	**22.5039**	**0.2276**	**8,903.8802**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	1,930.0775	1,930.0775	0.0634	0.0245	1,938.9673
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	178.4534	0.0000	178.4534	10.5463	0.0000	442.1108
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**257.3046**	**7,473.3960**	**7,730.7006**	**18.9686**	**0.2231**	**8,271.3950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**18.78**	**6.07**	**6.56**	**15.71**	**1.98**	**7.10**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**0.0204**	**0.2121**	**0.1076**	**1.9000e-004**	**0.0903**	**0.0110**	**0.1013**	**0.0497**	**0.0101**	**0.0598**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0101	0.1043	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**2.3300e-003**	**0.0101**	**0.1043**	**1.9000e-004**	**0.0903**	**3.1000e-004**	**0.0906**	**0.0497**	**3.1000e-004**	**0.0500**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0668	0.7530	0.4794	9.3000e-004		0.0326	0.0326		0.0300	0.0300	0.0000	81.7264	81.7264	0.0264	0.0000	82.3872
Total	**0.0668**	**0.7530**	**0.4794**	**9.3000e-004**	**0.1301**	**0.0326**	**0.1627**	**0.0540**	**0.0300**	**0.0840**	**0.0000**	**81.7264**	**81.7264**	**0.0264**	**0.0000**	**82.3872**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.0495	0.4950	9.3000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	81.7263	81.7263	0.0264	0.0000	82.3871
Total	**0.0114**	**0.0495**	**0.4950**	**9.3000e-004**	**0.1301**	**1.5200e-003**	**0.1316**	**0.0540**	**1.5200e-003**	**0.0555**	**0.0000**	**81.7263**	**81.7263**	**0.0264**	**0.0000**	**82.3871**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0450**	**0.1407**	**0.1465**	**2.3000e-004**		**7.5300e-003**	**7.5300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1902**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0122	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0342**	**0.0122**	**0.1730**	**2.3000e-004**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1901**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2141	1.9378	1.7017	2.7200e-003		0.1128	0.1128		0.1061	0.1061	0.0000	233.9261	233.9261	0.0571	0.0000	235.3528
Total	**0.2141**	**1.9378**	**1.7017**	**2.7200e-003**		**0.1128**	**0.1128**		**0.1061**	**0.1061**	**0.0000**	**233.9261**	**233.9261**	**0.0571**	**0.0000**	**235.3528**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.2257	1.7635	2.7200e-003		4.1200e-003	4.1200e-003		4.1200e-003	4.1200e-003	0.0000	233.9258	233.9258	0.0571	0.0000	235.3526
Total	**0.0331**	**0.2257**	**1.7635**	**2.7200e-003**		**4.1200e-003**	**4.1200e-003**		**4.1200e-003**	**4.1200e-003**	**0.0000**	**233.9258**	**233.9258**	**0.0571**	**0.0000**	**235.3526**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1882	1.7258	1.6409	2.6700e-003		0.0949	0.0949		0.0892	0.0892	0.0000	229.3209	229.3209	0.0553	0.0000	230.7040
Total	**0.1882**	**1.7258**	**1.6409**	**2.6700e-003**		**0.0949**	**0.0949**		**0.0892**	**0.0892**	**0.0000**	**229.3209**	**229.3209**	**0.0553**	**0.0000**	**230.7040**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0325	0.2212	1.7286	2.6700e-003		4.0400e-003	4.0400e-003		4.0400e-003	4.0400e-003	0.0000	229.3206	229.3206	0.0553	0.0000	230.7038
Total	**0.0325**	**0.2212**	**1.7286**	**2.6700e-003**		**4.0400e-003**	**4.0400e-003**		**4.0400e-003**	**4.0400e-003**	**0.0000**	**229.3206**	**229.3206**	**0.0553**	**0.0000**	**230.7038**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0859	0.0934	1.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7486**	**0.0859**	**0.0934**	**1.5000e-004**		**5.6600e-003**	**5.6600e-003**		**5.6600e-003**	**5.6600e-003**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5200e-003	6.5700e-003	0.0935	1.5000e-004		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7378**	**6.5700e-003**	**0.0935**	**1.5000e-004**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.1512	0.1799	2.9000e-004		9.3200e-003	9.3200e-003		9.3200e-003	9.3200e-003	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3920**	**0.1512**	**0.1799**	**2.9000e-004**		**9.3200e-003**	**9.3200e-003**		**9.3200e-003**	**9.3200e-003**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9400e-003	0.0128	0.1814	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3733**	**0.0128**	**0.1814**	**2.9000e-004**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Unmitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,206.1508	1,206.1508	0.0495	0.0112	1,210.7387
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,689.4275	1,689.4275	0.0693	0.0158	1,695.8536
NaturalGas Mitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287
NaturalGas Unmitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	2.08857e+006	508.0867	0.0208	4.7400e-003	510.0193
Industrial Park	1.65705e+006	403.1119	0.0165	3.7600e-003	404.6453
Manufacturing	1.62136e+006	394.4296	0.0162	3.6800e-003	395.9299
Parking Lot	314580	76.5281	3.1400e-003	7.1000e-004	76.8192
Unrefrigerated Warehouse-No Rail	1.26308e+006	307.2712	0.0126	2.8600e-003	308.4400
Total		**1,689.4275**	**0.0693**	**0.0158**	**1,695.8536**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.63639e+006	398.0847	0.0163	3.7100e-003	399.5989
Industrial Park	1.17926e+006	286.8785	0.0118	2.6700e-003	287.9697
Manufacturing	1.27033e+006	309.0346	0.0127	2.8800e-003	310.2101
Parking Lot	78645	19.1320	7.8000e-004	1.8000e-004	19.2048
Unrefrigerated Warehouse-No Rail	793441	193.0210	7.9200e-003	1.8000e-003	193.7552
Total		**1,206.1508**	**0.0495**	**0.0112**	**1,210.7387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Unmitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	866.1424	8.1311	0.1986	1,128.5927
Unmitigated	866.1424	8.1311	0.1986	1,128.5927

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	178.4534	10.5463	0.0000	442.1108
Unmitigated	237.9379	14.0617	0.0000	589.4810

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	255.15	51.7931	3.0609	0.0000	128.3153
Industrial Park	215.83	43.8115	2.5892	0.0000	108.5412
Manufacturing	198.08	40.2085	2.3763	0.0000	99.6147
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	503.1	102.1248	6.0354	0.0000	253.0098
Total		**237.9379**	**14.0617**	**0.0000**	**589.4810**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	191.363	38.8449	2.2957	0.0000	96.2365
Industrial Park	161.873	32.8587	1.9419	0.0000	81.4059
Manufacturing	148.56	30.1563	1.7822	0.0000	74.7111
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	377.325	76.5936	4.5266	0.0000	189.7573
Total		**178.4534**	**10.5463**	**0.0000**	**442.1108**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Regional Conservation Authority
Western Riverside County

Board of Directors

Chairperson
Jonathan Ingram
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Daniela Andrade
City of Banning

Julio Martinez
City of Beaumont

Ed Clark
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County of Riverside

Karen Spiegel
County of Riverside

Chuck Washington
County of Riverside

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January 03, 2020

Sandra Yang, Senior Planner
City of Corona
400 S. Vicentia Avenue
Corona, California 92882

Dear Ms. Yang:

Please find the following JPR attached:

JPR 19-11-05-01. The Local Identifier is Latitude Business Park, TTM 37608 and PP2019-0001. The JPR file attached includes the following:

- RCA JPR
- Exhibit A, Vicinity Map with MSHCP Schematic Cores and Linkages
- Exhibit B, Criteria Area Cells with MSHCP Vegetation and Project Location
- Exhibit C, Criteria Area Cells with Aerial Photograph and Proposed Project Impacts
- Exhibit D, Conservation and Avoidance Areas
- Regional Map

Thank you,

Wedny Worthey
Western Riverside County Regional Conservation Authority

cc: Karin Cleary-Rose
U.S. Fish and Wildlife Service
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

Joanna Gibson
California Dept. of Fish and Wildlife
3602 Inland Empire Blvd. #C220
Ontario, California 91764

EXHIBIT Q

RCA Joint Project Review (JPR)

JPR #: 19-11-05-01
Date: 1/3/20

Project Information

Permittee: **City of Corona**
Case Information: **Latitude Business Park, TTM 37608 and PP2019-0001**
Site Acreage: **75 (18.5 in Criteria Area)**
Portion of Site Proposed for MSHCP Conservation Area: **0**

Criteria Consistency Review

Consistency Conclusion: The project is consistent with both the Criteria and Other Plan requirements.

Data:

Applicable Core/Linkage: Extension of Existing Core 2
Area Plan: Temescal Canyon

APN	Sub-Unit	Cell Group	Cell
279-231-004	SU3- Temescal Wash West	Cell Group C	2400
279-140-015 279-140-017 279-140-016 279-140-014 279-134-004 279-134-003 279-134-002 279-123-003 279-123-002 279-123-001 279-134-001 279-122-001 279-122-002 279-122-004 279-122-003 279-121-006 279-121-005 279-121-004 279-125-003 279-125-001 279-125-002 279-125-004	NA	Not in a Cell Group	Not in Cells

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Criteria and Project Information

Criteria Comments:

a. As stated in Section 3.2.3 of the MSHCP, "Proposed Extension of Existing Core 2 (Lake Mathews/Estelle Mountain Extension) consists of private lands located in the western region of the Plan Area. This extension is contiguous with Existing Core C (Lake Mathews/Estelle Mountain) along the length of its eastern border and serves to extend the Habitat in the Lake Mathews/Estelle Mountain area and smooth out edges along the border of this Core. Proposed Extension of Existing Core 2 is also connected to Proposed Constrained Linkage 4 (North Temescal Wash) in the north; and Proposed Linkage 1 and Proposed Constrained Linkages 3, 5 (Horsethief Canyon), and 6 (Temescal Wash south) in the south. The extension provides Habitat for species as listed in the table below, and also provides for movement of species. The Lake Mathews/Estelle Mountain Extension supports populations of coastal California gnatcatcher; thus high quality, connected Habitat must be maintained in this area which is surrounded by city (Corona) and community Development planned land uses. In addition, the proposed Hemet to Corona/Lake Elsinore CETAP Corridor Alternative 1B intersects the extension and may contribute to Edge Effects, if chosen. Guidelines Pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators are presented in *Section 6.1* of this document."

b. A portion of the project site, approximately 18.5 acres is located within Cell 2400, which is part of Cell Group C. As stated in Section 3.3.3 of the MSHCP, "Conservation within this Cell Group will contribute to assembly of Proposed Extension of Existing Core 2. Conservation within this Cell Group will focus on coastal sage scrub, grassland, and riparian scrub, woodland, forest associated with Temescal Wash. Areas conserved within this Cell Group will be connected to uplands and wetlands proposed for conservation in Cells #2304, #2306, #2307, and #2308 to the north, and Cell Group D to the south. Conservation within this Cell Group will range from 55%–65% of the Cell Group focusing on the central and eastern portions of the Cell Group."

c. Rough Step: The proposed project is within Rough Step Unit 7. As stated in Section 3 of the MSHCP 2018 Annual Report, "Rough Step Unit 7 encompasses 130,824 acres within the central northwestern corner of western Riverside County (see Figure 3-8, Rough Step Unit #7). This Rough Step Unit includes Lake Matthews, Estelle Mountain, Motte Rimrock Preserve, and upland habitats in the Gavilan Hills and Harford Springs Park. This Rough Step Unit also includes portions of the cities of Corona, Riverside, and Perris. This unit is bound by State Route 91 to the north, Interstate 215 to the east, and the Santa Ana Mountains to west. Within Rough Step Unit 7, there are 26,775 acres within the Criteria Area. Key vegetation communities within Rough Step Unit 7 include: coastal sage scrub, grasslands, woodlands and forests, riparian scrub, woodland, forest, and Riversidean alluvial fan sage scrub. Rough Step acreage goals are provided for each of these habitat types. Table 3-13, Rough Step Unit 7 Acreage Totals, also includes acres conserved for habitats for which Rough Step acreage goals do not exist. A

total of 2,688 acres of conservation has been acquired or conserved within this Rough Step Unit. Losses to this unit total 1,359 acres, with remaining development allowance as followed: 122 acres of coastal sage scrub, 282 acres of grasslands, 4 acres of riparian, woodland, forest, and 27 acres of woodlands and forests. The Riversidean alluvial fan sage scrub vegetation category is out of step by 8 acres. This vegetation community fell out of Rough Step in 2015 and each year since, incremental improvements have occurred to bring it back into balance. In 2017, it was out of balance by 9 acres." The proposed project will impact approximately 18.5 acres of developed or disturbed land. Based on the above discussion the project does not conflict with Rough Step.

d. Project information was provided by the Permittee included the Biological Technical Report and MSHCP Consistency Analysis, (October 28, 2019; revised December 6, 2019) prepared by ECORP Consulting, Inc. (ECORP), and JPR Joint Project Review Application (October 3, 2019) prepared by the City of Corona.

   The proposed project consists of the construction of 15 industrial facilities ranging in size from 18,262 square feet (sq. ft.) to 253,798 sq. ft., and associated parking lot. No offsite improvements are planned for the project. The proposed project will develop the entire 75-acre site, with the exception of a 1.7-acre conservation easement, and an approximately 1-acre native plant setback along the southern border of the project site. The purpose of the native plant setback is to create a buffer between the project and Joseph Canyon Wash. The project site is located in the City of Corona, north of Tom Barnes Street, and west of Temescal Canyon Road. Historically the project site was utilized as an aggregate mining facility and underwent mine reclamation during the 1990s. The project site ranges from 836 feet to 948 feet above mean sea level. Soils on the site consist of Altamont Clay, Arbuckle Loam, Cieneba Rocky Sandy Loam, Cortina Gravelly Coarse Sandy Loam, Garretson Very Fine Sandy Loam, Temescal Rocky Loam, Terrace Escarpments, and Vallecitos Loam. Vegetation communities on the site consist of non-native grassland, with some riversidian sage scrub along its western border. Joseph Canyon Wash supports riparian woodland communities. As stated above, the wash will not be impacted by the proposed development and is in the 1.7-acre conservation easement.

e. Reserve Assembly: A portion of the project site, approximately 18.5 acres is located within Cell 2400, which is part of Cell Group C. Conservation within Cell Group C will focus on coastal sage scrub, grassland, riparian scrub, woodland, and forest associated with Temescal Wash, within the central and eastern portion of the Cell Group. Within the 932-acre Cell Group C, approximately 559 acres are described for conservation. To date, approximately 468 acres have been developed or are approved for development in this Cell Group and there are 66 acres of covered roads. Approximately 18.5 acres of the project site falls within Cell Group C. There are 250 acres in this Cell that have been conserved. This leaves approximately 145 acres of undeveloped lands potentially available for Conservation. Based on this information, the project as proposed does not conflict with the Reserve Assembly goals of the MSHCP, nor would it cause issues related to fragmentation for Planning Species such as Cooper's hawk, Least Bell's Vireo, Coastal California Gnatcatcher, Bobcat, Mountain Lion, and Smooth Tarplant. The proposed project is consistent with MSHCP Reserve Assembly.

Other Plan Requirements

Data:

Section 6.1.2 – Was Riparian/Riverine/Vernal Pool Mapping or Information Provided?

Yes There are riparian/riverine areas on the project site, including within the approximately 18.5 acres that fall within Cell Group C. However, all riparian/riverine resources will be avoided. There are no vernal pools on the project site, and soils and topography are not suitable for fairy shrimp.

Section 6.1.3 – Was Narrow Endemic Plant Species Survey Information Provided?

Yes. The project site is not located within a Narrow Endemic Plant Species Survey Area (NEPSSA)

Section 6.3.2 – Was Additional Survey Information Provided?

Yes. The project site is not located within Criteria Area Species Survey Area (CASSA) for plant species. The project is located in an Additional Survey Needs and Procedures Area for burrowing owl.

Section 6.1.4 – Was Information Pertaining to Urban/Wildland Interface Guidelines Provided?

Yes. The property is not adjacent to existing or proposed MSHCP conservation. However, due to the project's proximity to Extension of Existing Core 2, and the downstream connection to Temescal Canyon, Urban Wildlands Interface Guidelines are applicable.

Comments on Other Plan Requirements:

a. **Section 6.1.2.** The project site was evaluated for riparian/riverine areas on May 1, 2019 by ECORP. Joseph Canyon Wash occurs along the southern border of the project site. The portion of the wash within the project boundary is approximate 1.77 acres. The wash is approximately 20 feet wide by 2,100 feet long. Approximately 0.8 acre of Joseph Canyon Wash falls within MSHCP Criteria Area. The project will avoid all impacts to riparian/riverine resources. All riparian/riverine resources will be placed in a conservation easement. Additionally, an approximately 1 acre native plant setback, between the proposed project and Joseph Canyon Wash, will be avoided.

   Vernal Pools/Fairy Shrimp: The project site lacks the appropriate soil and vegetation for vernal pools. No hydric soils were detected, and no ponding or depressions that would hold water for an extended period of time were detected on site. Due to the lack of suitable vernal pool and/or fairy shrimp habitat, focused surveys for fairy shrimp were not conducted for this project.

   Riparian Birds: Suitable habitat for riparian birds occurs on the project site within Joseph Canyon Wash. All suitable habitat will be avoided and placed under a conservation easement. Additionally, a native plant buffer will occur between the project and the riparian area. All ground disturbance activities shall be

conducted during the non-breeding season for birds (approximately September 1 through January 31). If activities with the potential to disrupt nesting birds are scheduled to occur during the bird breeding season (February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified biologist who is experienced in the identification of avian species and conducting nesting bird surveys. Additionally, if activities with the potential to disrupt nesting birds are scheduled to occur during the breeding season, protocol-level least Bell's vireo surveys will be completed prior to any such activities, in order to rule out the presence of least Bell's vireo.

Based on the information provided by ECORP, the project demonstrates consistency with Section 6.1.2 of the MSHCP.

b. **Section 6.1.3**: The project site is not located within a Narrow Endemic Plant Species Survey Area (NEPSSA).

Based on the information provided by ECORP, the project demonstrates consistency with Section 6.1.3 of the MSHCP.

c. **Section 6.3.2**: The project site is not located within Criteria Area Species Survey Area (CASSA) for plant species

The project site is located within an Additional Survey Needs and Procedures Area for Burrowing Owl. A habitat suitability survey (Step I) was completed on May 1, 2019 by ECORP. The habitat suitability survey for Burrowing Owl included the project site and a 500-foot buffer. No small mammal burrows with openings greater than 4 inches were found on the site, as were no rock outcroppings, or man-made features that could provide burrow habitat. No Burrowing Owls or their sign (white wash, feathers, pellets, etc.) were observed during the surveys within the study area. Burrowing owl are considered absent from the study area.

Based on the information provided by ECORP, the project demonstrates consistency with Section 6.3.2 of the MSHCP.

d. **Section 6.1.4**: To preserve the integrity of areas adjacent to the project site which will be in an conservation easement, the guidelines contained in Section 6.1.4 related to controlling adverse effects for development adjacent to the MSHCP Conservation Area should be considered by the Permittee in their actions relative to the Project. Specifically, the Permittee should include the following measures as Project conditions of approval:

   i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows.

ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. The proposed project will prepare a Storm water Pollution Prevention Plan (SWPPP) that will mitigate impacts from any discharge during construction or post-construction. Storm water runoff generated by the project will be directed to an underground storage system, which retains and regulates outflow through a modular wetland system to treat storm water flows.

iii. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting.

iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.

v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.

vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

vii. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

viii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.

Based on the information provided by ECORP, the Project demonstrates consistency with Section 6.1.4 of the MSHCP.

e. **MSHCP Volume I, Appendix C**: The following best management practices (BMPs), as applicable, shall be implemented for the duration of construction:

i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species

of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

ii. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

v. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.

vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

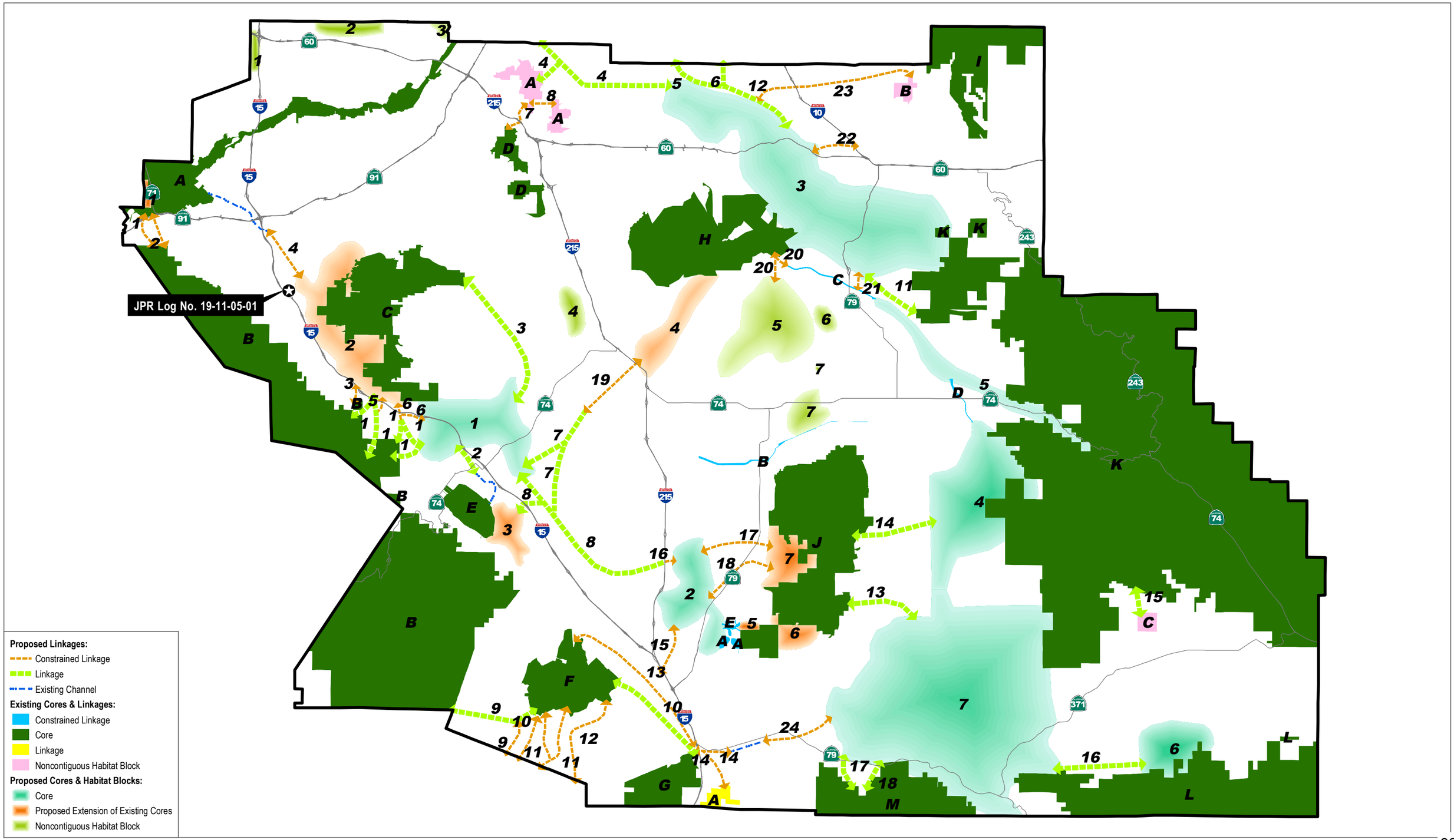
xii. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.

BD



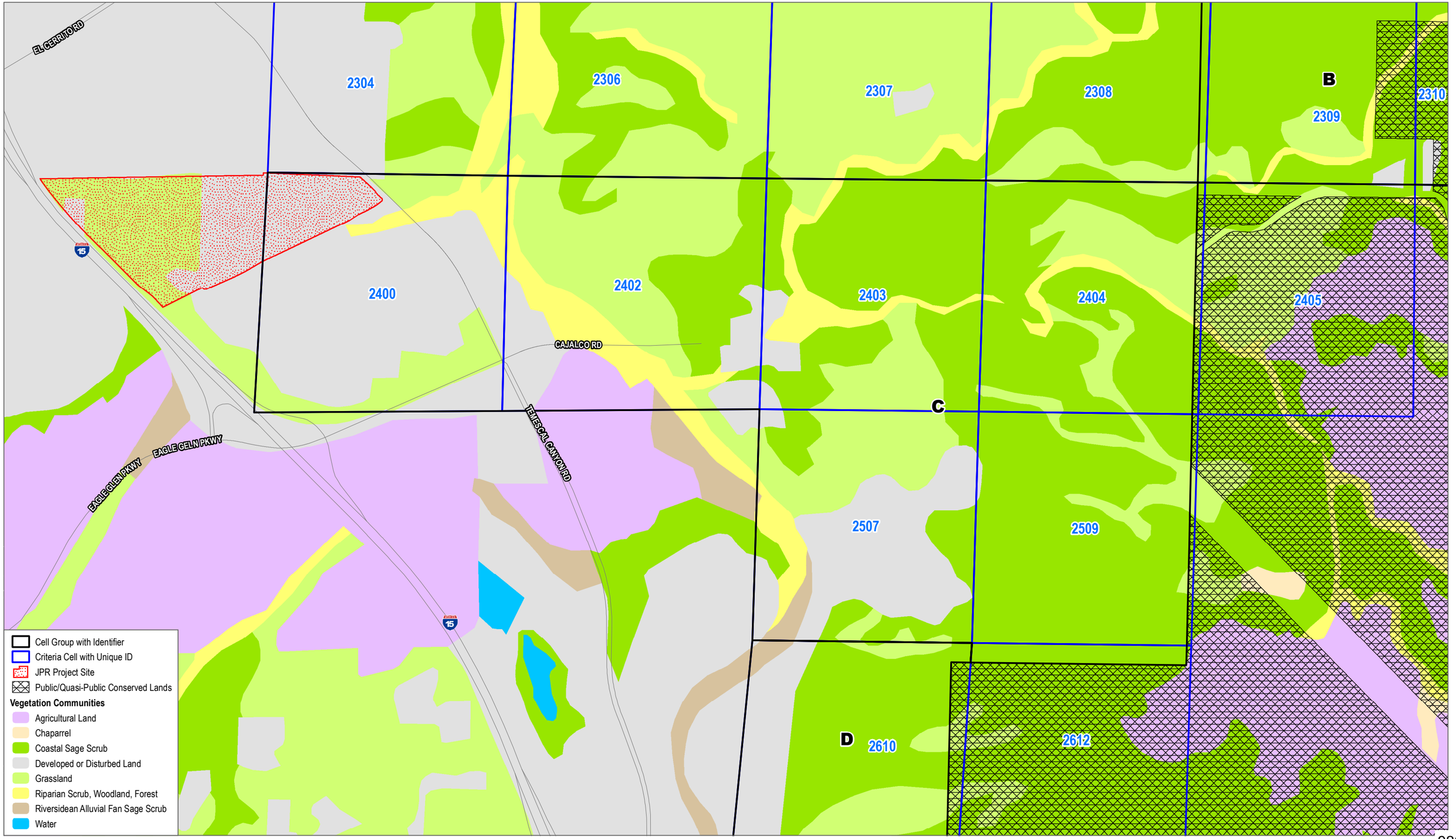
SOURCE: Western Riverside County Regional Conservation Authority 2018; County of Riverside 2019

DUDEK

0 2.5 5 Miles

EXHIBIT A

JPR Log No. 19-11-05-01 - Vicinity Map with MSHCP Schematic Cores and Linkages



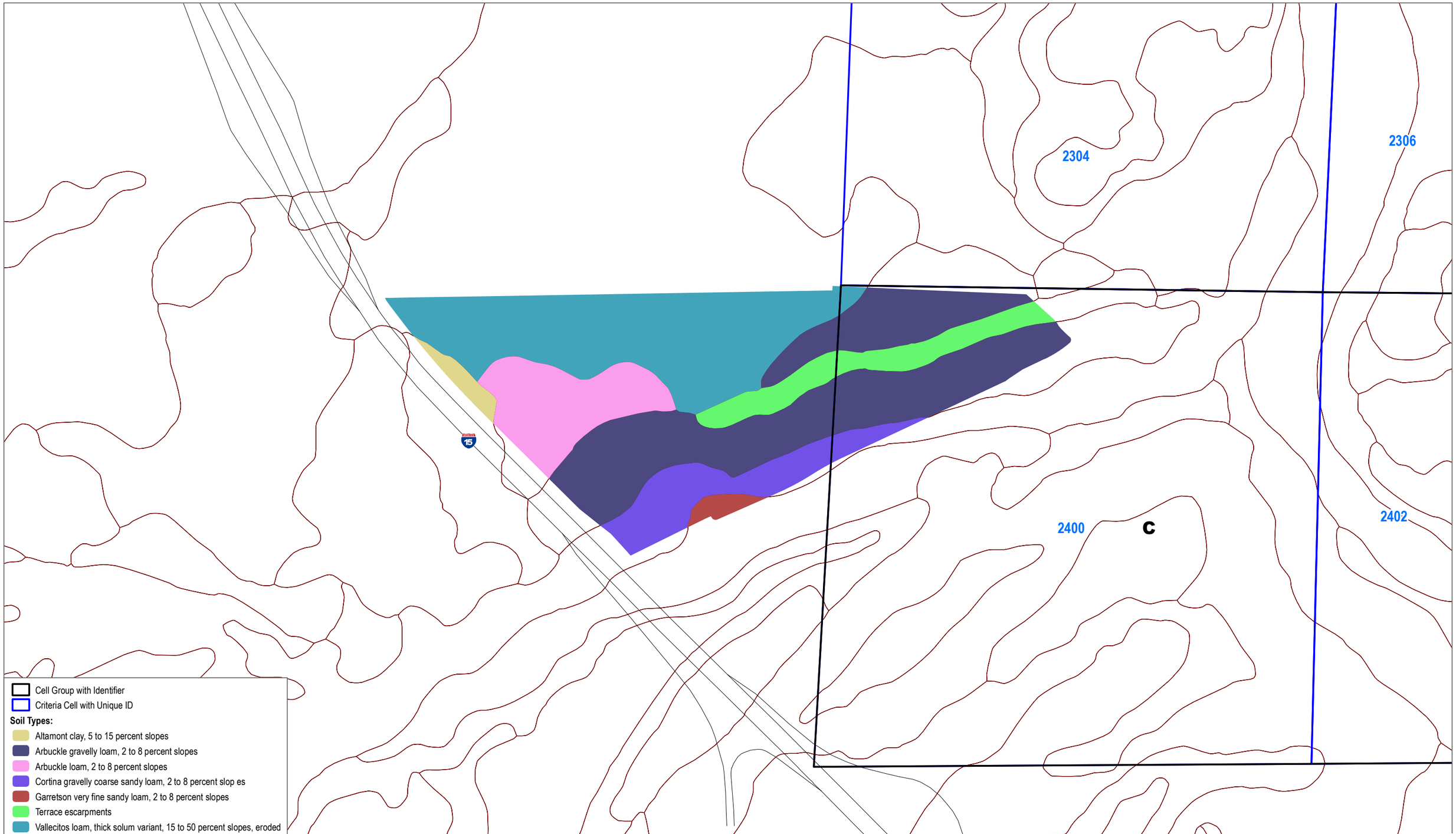
SOURCE: County of Riverside 2019

DUDEK

0 500 1,000 Feet

EXHIBIT B

JPR Log No. 19-11-05-01 - Criteria Area Cells with Riverside County Vegetation and Project Location



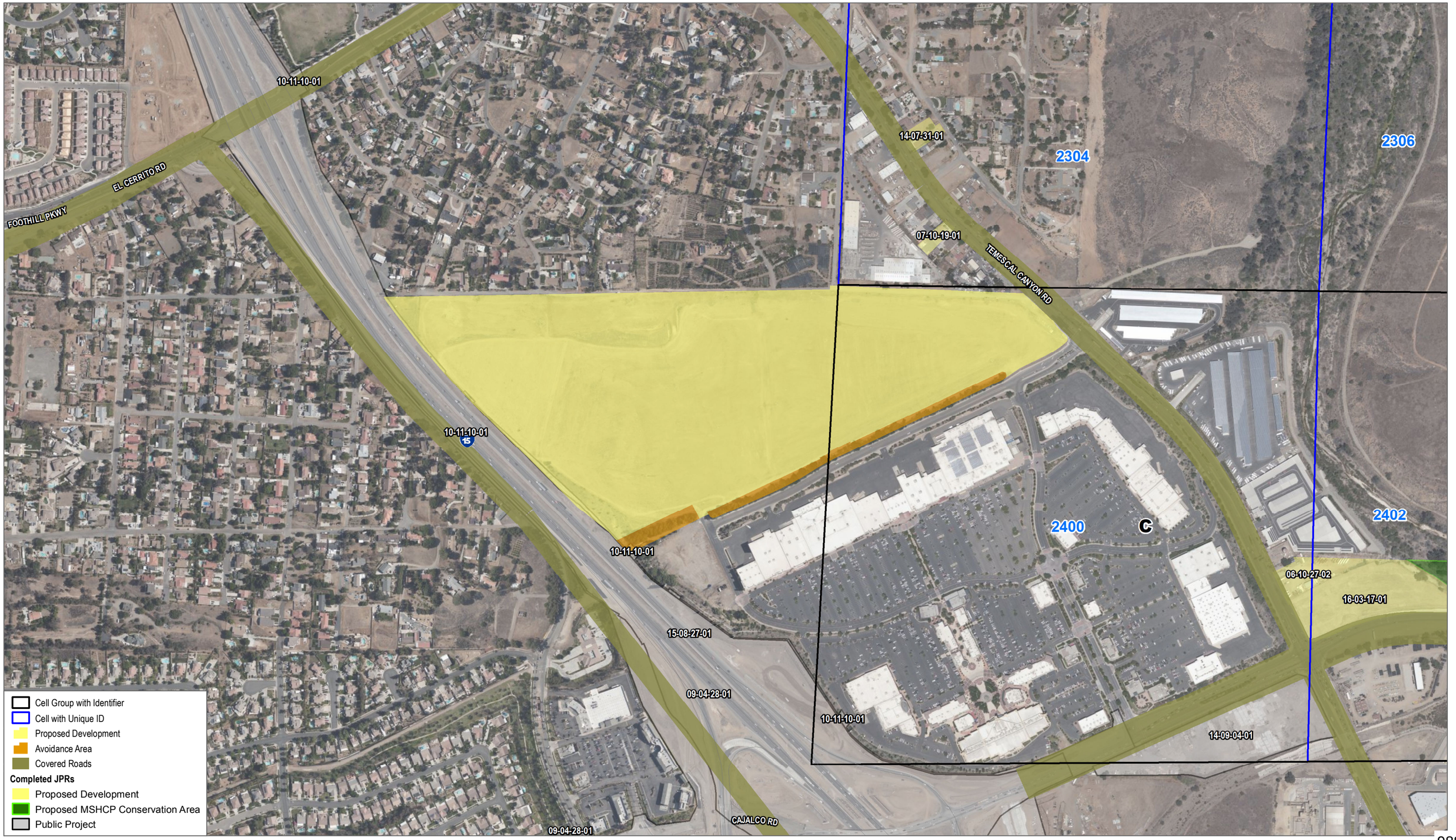
SOURCE: USDA/NRCS Soils 2017; County of Riverside 2019

DUDEK

0 250 500 Feet

EXHIBIT C

JPR Log No. 19-11-05-01 - Criteria Area Cells with MSHCP Soils and Project Location

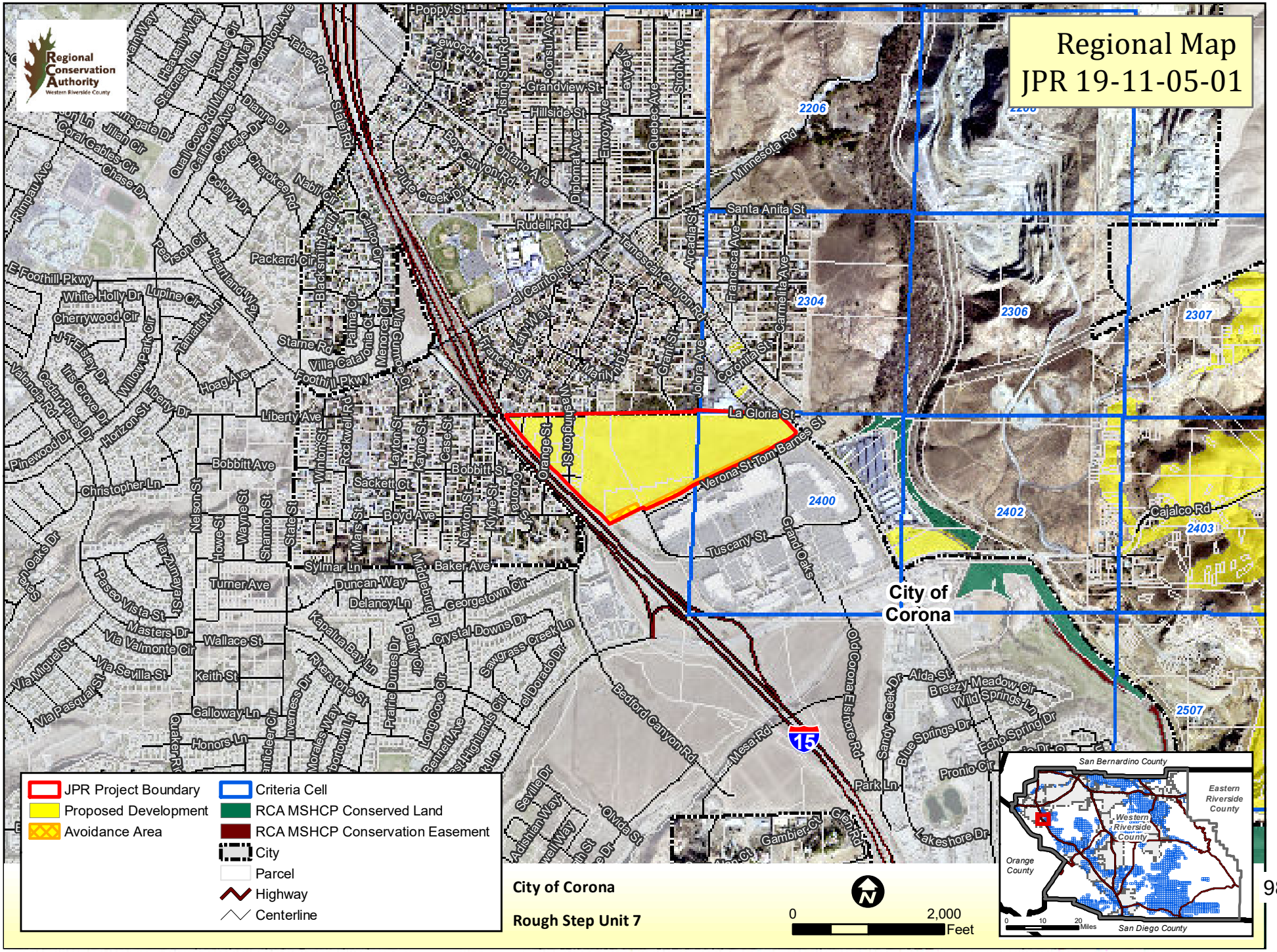


SOURCE: County of Riverside 2019; Bing Maps 2019

DUDEK 0 250 500 Feet

EXHIBIT D

JPR Log No. 19-11-05-01 - Conservation and Avoidance Areas


Regional Map
JPR 19-11-05-01
Regional Conservation Authority
Western Riverside County
JPR Project Boundary
Proposed Development
Avoidance Area
Criteria Cell
RCA MSHCP Conserved Land
RCA MSHCP Conservation Easement
City
Parcel
Highway
Centerline
City of Corona
Rough Step Unit 7
0
2,000
Feet
San Bernardino County
Eastern Riverside County
Western Riverside County
Orange County
San Diego County
Miles
City of Corona
La Gloria St
Santa Anita St
Minnesota Rd
Rudell Rd
Grandview St
Hillside St
Ontario Ave
Box Canyon Rd
Pine Creek Dr
Temescal Canyon Rd
Arcadia St
Francisca Ave
Carmelita Ave
Corona St
Jolora Ave
Grant St
Verona St
Tom Barnes St
Tuscany St
Grand Oaks
Cajalco Rd
Old Corona
Elsinore Rd
Mesa Rd
Bedford Canyon Rd
Sandy Creek Dr
Aida St
Breezy Meadow Cir
Wild Springs Ln
Blue Springs Dr
Echo Spring Dr
Pronio Cir
Park Ln
Lakeshore Dr
Gambier Ct
Glen Rd
Olida St
Sevilla Dr
Adishian Way
Poppy St
Consul Ave
Lyle Ave
Quebec Ave
Stron Ave
Envoy Ave
Diploma Ave
Taber Rd
State Rd
Nabil Cir
Calle Coral
Blacksmith Path
Palma Cir
Menorca Cir
Villa Catalonia Ct
Starne Rd
Foothill Pkwy
Mary Lynn Dr
Frances St
Kelly Way
Mary Ann Dr
Orange St
Washington St
Rockwell Rd
Winton St
Layton St
Kayne St
Case St
Bobbitt St
Bobbitt Ave
Sackett Ct
Boyd Ave
Newton St
Mars St
Sylmar Ln
Baker Ave
Duncan Way
Delancy Ln
Georgetown Cir
Middleburg Pl
Crystal Downs Dr
Sawgrass Creek Ln
El Dorado Dr
Kapalua Bay Ln
Bellfly Cir
Prairie Dunes Dr
Riverstone St
Long Cove Cir
Bennett Ave
Highlands Cir
Nelson St
Howe St
Wayne St
Shannon St
State St
Turner Ave
Wallace St
Keith St
Galloway Ln
Honors Ln
Quaker Rd
Inverness Dr
Morales Way
Bortown Ln
Via Zumaya St
Paseo Vista St
Masters Dr
Via Valmonte Cir
Via Sevilla St
Via Miguel St
Via Pasqual St
Oak Dr
Pinewood Dr
Christopher Ln
Valencia Rd
Cedar Pines Dr
Iris Grove Dr
Willow Park Cir
Horizon St
Liberty Dr
Liberty Ave
Hoag Ave
Tamarisk Ln
J T Elsey Dr
Cherrywood Cir
White Holly Dr
E Foothill Pkwy
Lupine Cir
Pearson Cir
Heartland Way
Packard Cir
Rimpau Ave
Coral Gables Cir
Chase Dr
Jillian Cir
Quail Cove Rd
Marigold Way
Purdue Cir
Conbon Ave
Heavenly Way
Seacrest Ln
Dianne Dr
Cottage Dr
California Ave
Colony Dr
Cherokee Rd
2206
2304
2306
2307
2400
2402
2403
2507
15

11/12/2019

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February 7, 2020

Via Overnight Mail and E-Mail

Joanne Coletta
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RE: Mitigated Negative Declaration for the Latitude Business Park (SCH #2020019017)

Dear Ms. Coletta:

Thank you for the opportunity to provide comments on Corona's Joint Initial Study and Mitigated Negative Declaration (collectively, the MND) for the Latitude Business Park (the Project). After reviewing the MND, the California Attorney General's Office believes the MND does not comply with the California Environmental Quality Act (CEQA) due to its insufficient project description, flawed environmental impact assessments, and inadequate mitigation measures. We are also concerned about Corona's process for evaluating the Project, including its failure to consult with responsible agencies and its rushed timeline for approving the Project. We respectfully submit these comments to urge Corona to conduct further environmental analysis in an environmental impact report to ensure the Project's impacts are understood, disclosed, and mitigated to the maximum extent feasible.[1]

I. THE PROJECT SEEKS TO CONSTRUCT AN ENORMOUS INDUSTRIAL PARK WITH MULTIPLE WAREHOUSES IN A HIGHLY POLLUTED COMMUNITY PREDOMINANTLY OF COLOR.

The Project consists of 15 industrial buildings and warehouses on 75 acres of land, and is located within 85 feet of a residential community of color. The buildings will host over a million square feet of different land uses that typically have significant environmental impacts, including

[1] The Attorney General submits these comments pursuant to his independent power and duty to protect the environment and natural resources of the State. (*See* Cal. Const., art. V, § 13; Gov. Code §§ 12511, 12600-12612; *D'Amico v. Bd. of Medical Examiners* (1974) 11 Cal.3d 1, 14-15.)

EXHIBIT R

warehousing (535,205 square feet), light industrial (205,767 square feet), industrial park (174,055 square feet), manufacturing (159,744 square feet), and related office space (undetermined square footage is included with the other land uses). To support these activities, the Project will have 66 loading docks, 60 truck trailer spaces, and an unspecified amount of parking spaces. Further, the Project will generate approximately 4,127 vehicle trips a day, including trips from refrigerated and unrefrigerated diesel trucks.

The MND states the Project will have five buildings that are designated for warehouse and manufacturing uses, including the largest buildings on the Project site. Warehouses generate substantial environmental impacts since they are used to transport goods in heavy-duty trucks that run on diesel fuel. This large influx of truck traffic creates air pollution, noise, and traffic impacts that burden nearby communities. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NOx) – a primary precursor to smog formation that causes respiratory problems like asthma, bronchitis, lung irritation, and lung cancer – and diesel particulate matter (PM) – which can lead to cancer, heart disease, respiratory illnesses, and premature death.[2] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during all hours of the day and may cause hearing damage for residents and workers after prolonged exposure.[3] Further, the thousands of daily truck and passenger car trips that will be generated by the Project's warehouses will contribute to traffic jams, deterioration of road surfaces, and traffic accidents in Corona.

The Project is located at the northwest corner of Tom Barns Street and Temescal Canyon Road, at the intersection of a large residential area in Southeastern Corona and the unincorporated community of El Cerrito. There are single-family homes immediately across Liberty Avenue along the northern border of the Project and a sprawling neighborhood on the other side of Interstate 15 to the west. According to 2013 – 2017 data from the American Community Survey, there are at least 775 people living within 1,000 feet of the Project, 55 percent of whom are people of color.[4] There are also sensitive receptors near the Project, including the El Cerrito Outdoor Sports Park 0.3 mile to the north, the El Cerrito Middle School 0.4 mile to the north, and the Gumdrop Kids Daycare 0.9 mile to the southwest. All of these community residents will be exposed to the Project's environmental impacts.

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[2] California Air Resources Board (CARB), Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health; CARB, Summary: Diesel Particulate Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts; Office of Environmental Health Hazard Assessment (OEHHA) and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf.

[3] *See, e.g*, Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (stating that a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

[4] United States Environmental Protection Agency (EPA), EJSCREEN, https://ejscreen.epa.gov/mapper/.

The neighborhoods surrounding the Project already face disproportionately high levels of pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the Project's census tract has more pollution than 88 percent of census tracts in California.[5] The census tracts to the north and east of the Project have even greater pollution burdens. Most of the pollution problems in the Project's census tract and the surrounding area are attributable to serious air quality issues in the community—the tracts are in the 93rd – 94th percentile for $PM_{2.5}$ and the 85th – 91st percentile for ozone.

The air pollution in Corona and surrounding areas grows dramatically each year due to the rapid expansion of the logistics industry in the Inland Empire. Over just the past decade, more than 150 million square feet of industrial spaces, which includes mostly warehouses, have been built in this region.[6] These warehouses, and the dozens of approved warehouses that are still under construction, attract diesel trucks and the accompanying air pollution into residential neighborhoods. As a result, the South Coast Air Basin, which contains the Inland Empire and the Project site, is designated as a non-attainment area for ozone and $PM_{2.5}$ by the EPA and as a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$ by CARB. The Project will add even more air pollution to this highly burdened area.

II. THE MND FAILS TO COMPLY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

A. The Project Description is Insufficient.

The CEQA Guidelines require an initial study to describe the project.[7] Project descriptions should contain all details that are essential components of a project since an "accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity."[8] In this case, the MND's project description does not adequately describe the Project because it omits key details that are essential for accurately assessing the Project's environmental impacts.

First, even though the Traffic Impact Analysis for the Project states that the Project will include a "high-cube warehouse use area," the MND's project description does not describe the Project's warehouse facilities with any specificity, including how much square footage can

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[5] California EPA and OEHHA, CalEnviroScreen 3.0, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30.

[6] Los Angeles Times, When Your House is Surrounded by Massive Warehouses (Oct. 27, 2019), https://www.latimes.com/california/story/2019-10-27/fontana-california-warehouses-inland-empire-pollution.

[7] CEQA Guidelines, § 15063, subd. (d)(1). "In interpreting CEQA, [courts] accord the CEQA Guidelines great weight except where they are clearly unauthorized or erroneous." *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007) 41 Cal.4th 372, 380 n.2. In practice, the CEQA Guidelines are treated as law.

[8] *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 731 (quotation omitted).

accommodate high-cube warehouse activities or which types of activities will occur in the Project's warehouses.[9] These details are important since high-cube warehouses generate significantly more truck traffic, noise, and air quality impacts than other types of warehouses, and the scope of impacts vary depending on the type of operations that occur at the warehouses. According to the Institute of Transportation Engineers, a high-cube warehouse typically has at least 200,000 square feet of floor space and can serve as a fulfillment center, parcel hub, cold storage facility, transload facility, or a short-term storage building.[10] Since the Project includes at least two large buildings that could be used as high-cube warehouses, the project description should clearly state whether these buildings, or any other buildings at the Project, will be equipped as high-cube warehouses, how much space will be used for high-cube warehouse activities, and the types of operations that will occur in these areas.

Second, the Project's Noise Study briefly states that trucks utilizing the Project's parking spaces and loading docks will "consist of regular trucks and refrigerated trucks," but the MND fails to include any discussion of whether the Project will have cold storage facilities.[11] If the Project's buildings have cold storage, the Project's environmental impacts could be dramatically greater since refrigerated trucks produce substantially more air pollution and greenhouse gas emissions than trucks that visit standard storage facilities. As explained by CARB:

> Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby.[12]

This critical detail should be disclosed in the MND.

Third, the MND's project description fails to describe how many parking spaces will be provided for vehicles other than trucks. This is an important aspect of the Project considering its large size, and is information that is necessary to accurately assess traffic, noise, and air quality impacts. Without this information, there is no way to correctly determine how many passenger cars will visit the Project site, which is critical to accurately assessing the Project's environmental impacts. Therefore, the project description should fully disclose the planned parking spaces for the Project.

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[9] *Compare* Traffic Impact Analysis, p. 14; *with* MND, p. 2.
[10] Institute of Transportation Engineers, High-Cube Warehouse Vehicle Trip Generation Analysis, at p. 3 (Oct. 2016), https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498.
[11] *Compare* Noise Study, p. 12; *with* MND, p. 2.
[12] CARB, Transport Refrigeration Unit (TRU or Reefer) Regulation, https://ww3.arb.ca.gov/msprog/truckstop/trus/trus.htm.

B. The MND Relies on an Air Quality Assessment that Uses Faulty Methods to Analyze Environmental Impacts.

The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects.[13] To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about a project's potential impacts.[14] If a lead agency fails to analyze a certain aspect of a project's potential environmental impact, a court may conclude that the limited facts in the record support a fair argument that the project may have a significant environmental impact.[15] CEQA's requirements for full disclosure are not satisfied if an environmental impacts analysis uses outdated models and inaccurate information, as the Project's Air Quality Assessment did here.

First, the MND's Air Quality Assessment uses CARB's outdated 2014 Emission Factors Model (EMFAC2014) to calculate air emissions from mobile sources instead of the current model (EMFAC2017).[16] This difference is significant since EMFAC2017 uses the latest scientific data available to evaluate environmental impacts.[17] For example, the new model includes higher NOx emissions, PM emissions, and idling emissions rate for heavy-duty trucks. Considering the serious air quality problems already present in the communities surrounding the Project, it is essential for the MND to provide accurate estimates of how the Project will contribute to air pollution. Corona should use the current EMFAC2017 model to assess the Project's mobile source emissions.

In addition, the Air Quality Assessment uses only three land use designations to analyze emissions—office park, industrial park, and unrefrigerated warehouse—even though the MND states the Project will host additional land uses that typically have serious environmental impacts.[18] As previously discussed, the MND's Traffic Impact Analysis states that the Project will include a high-cube warehouse area, but the Air Quality Assessment fails to analyze the environmental impacts from this particular land use type. Similarly, the MND's Noise Study indicates that refrigerated trucks will visit the Project, but the Air Quality Assessment fails to analyze the impacts from using the Project for cold storage or the associated refrigerated trucks that will visit the Project.[19] The MND also claims that the Project will include 159,744 square

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[13] Pub. Resources Code, § 21002.1.
[14] *See Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Comrs.* (2001) 91 Cal.App.4th 1344, 1367, *as modified on denial of rehearing* (Sept. 26, 2001).
[15] *Sundstrom* v. *County of Mendocino* (1988) 202 Cal.App.3d 296, 311.
[16] Air Quality Assessment, p. 19.
[17] CARB, EMFAC2017: An Update to California On-Road Mobile Source Emission Inventory, https://ww3.arb.ca.gov/msei/downloads/emfac2017_workshop_june_1_2017_final.pdf.
[18] Air Quality Assessment, Attachment A, pp. 1, 25-27.
[19] There are many examples of air quality assessments that separately analyze emissions from the refrigerated portions of warehouse projects along with unrefrigerated portions. *See, e.g*, City of Fontana, Cherry Distribution Facility: Air Quality Impact Analysis (Nov. 20, 2019),

feet of manufacturing activities, but this land use is similarly ignored in the Air Quality Assessment. Corona should revise its Air Quality Assessment to include an accurate and complete assessment of emissions from all of the Project's operations.

Further, to estimate emissions from mobile sources, the Air Quality Assessment applies the same length of vehicle miles traveled for each analyzed land use type—only 9.37 miles.[20] It is unclear what this mileage is based on, since it is unlikely that vehicles visiting the Project's very different land uses—warehouses, manufacturing buildings, industrial facilities, and offices—will all travel this identical and relatively short distance. The Project includes industrial, warehouse, and manufacturing uses, where heavy-duty trucks will be hauling consumer goods from the Project site to destinations all over California and potentially out of the State. Most of these destinations are much farther than 9.37 miles from the Project, including the Port of Long Beach (approximately 35 miles to the west) and the San Bernardino International Airport (approximately 25 miles to the northeast). Considering the distances frequently traveled by trucks serving the logistics industry, the South Coast Air Quality Management District (SCAQMD) recommends that lead agencies use a default truck trip length of 40 miles one-way for air quality assessments.[21] Some lead agencies calculate the appropriate truck trip length by averaging the distances between a project and the edge of the air basin in several directions.[22] Even the California Emissions Estimator Model's (CalEEMod) default trip length for passenger cars is higher than the trip length for the Project—16.6 miles each way, although the SCAQMD often states in its comment letters that this length is not appropriate for industrial and warehouse projects. Regardless of which method is chosen, the MND should calculate vehicle trip lengths based on the actual likely destinations of trucks and passenger cars visiting the Project and explain the basis for the chosen trip lengths. In its current form, the MND's Air Quality Assessment is defective since it relies on a single, arbitrary trip length to analyze the Project's impacts.

Finally, the Air Quality Assessment applies the same vehicle fleet mixture for each land use despite the vast differences between these uses.[23] The most recent version of CalEEMod includes default vehicle fleet mixes that can be modified by the user since it is commonly understood that different types of land uses attract different types of vehicles at different rates.[24]

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https://www.fontana.org/DocumentCenter/View/31595/CDF-Appendix-B---Air-Quality-Impact-Analysis.

[20] Air Quality Assessment, Attachment A, p. 25.

[21] The SCAQMD's recommended truck trip length is frequently used to analyze air quality emissions in CEQA documents. *See, e.g.*, City of Jurupa Valley, Aqua Mansa Commerce Park Specific Plan Draft EIR, Appendix C1a: Air Quality Study, pp. 50-51 (Dec. 2019), https://ceqanet.opr.ca.gov/2017071034/2/Attachment/WEcK20.

[22] *See, e.g.*, City of Rancho Cucamonga, Phelan Development 9th and Vineyard Warehouses Initial Study, p. 37, https://ceqanet.opr.ca.gov/2019129018/2/Attachment/YxQQ3U (finding an average weighted truck trip length of 53.26 miles).

[23] Air Quality Assessment, Attachment A, p. 26.

[24] CalEEMod User's Guide, p.38 (Nov. 2017), http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4.

In particular, projects that contain warehouses tend to have far more trucks visiting their facilities than other land uses, so the SCAQMD recommends that lead agencies assume that 40 percent of vehicle trips from warehouses are from trucks.[25] Thus, Corona's failure to analyze the emissions from the mix of vehicles that will visit the Project likely underestimates the emissions the Project will generate and renders the MND flawed.

C. The MND Fails to Include an Analysis of Cumulative Air Quality Impacts.

The CEQA Guidelines mandate all assessments of environmental impacts to include an analysis of cumulative impacts that "take[s] account of the whole action involved."[26] A proper cumulative impacts analysis considers the incremental impact of a project combined with the impacts of past, present, and reasonably foreseeable future projects.[27] The analysis of a project's own impacts is an inquiry that is distinct from considering the project's cumulative impacts.[28] If an initial study finds no significant cumulative impact, it must "[e]xplain[] the reasons for determining that potentially significant effects would not be significant."[29]

In this case, the MND fails to include any discussion of cumulative air quality impacts, and the MND's Air Quality Assessment assumes the Project will have no cumulative impacts since it did not find any significant air quality impacts from the Project itself.[30] This conclusory assertion ignores CEQA's requirements for cumulative impacts assessments. Further, given the Project's location in a community that already suffers from serious air pollution concerns, it is essential that the MND includes a proper cumulative impacts analysis. Even if the Project's air quality impacts may not be significant in isolation, they become more concerning when combined with the pollution produced by other nearby warehouses and industrial sites. This failure to analyze cumulative impacts renders the MND inadequate and unlawful.

D. The MND Fails to Analyze the Project's Consistency with Corona's General Plan.

The CEQA Guidelines require an initial study to examine whether a project "would be

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[25] CalEEMod User's Guide, Appendix E: Technical Source Documentation, p. 15 (July 2013), http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixe.pdf.
[26] CEQA Guidelines, § 15355; *id.*, Appendix G.
[27] *Id.*, § 15065, subd. (a)(3); *Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal.App.4th 98, 118 ("[T]he guiding criterion on the subject of cumulative impact is whether any additional effect caused by the proposed project should be considered significant given the existing cumulative effect.").
[28] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 719-21 (holding that relatively small air quality impacts from a project do not eliminate the need to consider the project's combined impacts with other development).
[29] CEQA Guidelines, § 15063, subd. (c)(3)(C).
[30] *See generally* MND; Air Quality Assessment, p. 25.

consistent with existing zoning, plans, and other applicable land use controls."[31] Despite this requirement, the MND quickly concludes that the Project does not conflict with Corona's General Plan since the Project site does not have to be rezoned from light industrial use.[32] The MND does not analyze whether the Project will conflict with any policies in Corona's General Plan, including several policies that will apply to the Project:

- Policy 1.8.12: Requires "nonresidential uses be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units";

- Policy 1.12.8: Requires new industrial properties to "be compatible with adjoining uses in consideration of the following principles: … Location of driveways to minimize conflicts with adjoining uses," and "[m]itigation of noise, odor, lighting"; and

- Policy 1.12.11: Requires "heavy truck and vehicle access in industrial areas be managed to ensure that it is safe and efficient and minimizes noise, odor, vibration, and safety impacts on adjoining uses."[33]

Corona also has new proposed policies in its Draft 2040 General Plan Update that, if adopted, will apply to the Project. Pursuant to SB 1000's requirements, the General Plan Update includes several policies designed to reduce impacts in environmental justice communities:

- Policy HC-2.1: Requires proposals for new industrial uses to "incorporate the adequate use of setbacks, barriers, landscaping, or other design measures as necessary to minimize air quality impacts and achieve appropriate health standards"; and

- Policy HC-2.2: "Designate and maintain truck routes that … avoid[] residential areas, schools, or other sensitive land uses so as to minimize exposure to the noise, air pollution, and vibration associated with trucks."[34]

Since the MND fails to discuss the Project's consistency with the policies contained in Corona's General Plan, the MND's assessment of land use impacts is flawed.

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[31] CEQA Guidelines, § 15063, subd. (d)(5).
[32] MND, p. 6.
[33] City of Corona General Plan, pp. 43, 53-54 (Mar. 2004), https://www.coronaca.gov/home/showdocument?id=4637.
[34] City of Corona 2040 General Plan, p. HC-4 (Dec. 2019), https://www.coronaca.gov/home/showdocument?id=17292.

E. The MND Does Not Include All Feasible Mitigation Measures to Reduce the Project's Potentially Significant Impacts.

CEQA requires a lead agency to adopt all feasible mitigation measures that minimize the significant environmental impacts of a project.[35] An MND's mitigation measures must be specific, binding, and enforceable through permit conditions, agreements, or other legally binding instruments.[36] In this case, the Project's MND lists potential significant impacts to air quality, noise, geology, transportation/traffic, and biological resources, but finds that a handful of mitigation measures will make those impacts less than significant. The mitigation measures proposed by the MND are insufficient to protect the community from significant environmental impacts, especially given the Project's close proximity to residents and other sensitive receptors.

For example, the MND checklist states that the Project may "[e]xpose sensitive receptors to pollutants," but the MND only includes one mitigation measure to address this potentially significant impact: "The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment."[37] This measure is a good way to reduce construction impacts, but is not the only method that should be used to lower the Project's air quality impacts during construction. Further, the MND fails to include any mitigation measures that address air quality impacts from the Project's operations.

We urge Corona to consider adopting additional specific, binding, and enforceable mitigation measures to address the Project's air quality impacts from its construction and operation. Please see Attachment A for a list of air quality, noise, and traffic measures that would further mitigate the Project's impacts on the surrounding communities. These measures have been adopted in comparable or smaller projects, indicating that they are feasible.

F. Corona Ignored its Mandate to Consult with Responsible and Trustee Agencies.

CEQA requires a lead agency to consult with responsible and trustee agencies that have jurisdiction over resources impacted by a proposed project prior to adopting an MND.[38] Despite this requirement, the Project's MND states that Corona distributed the MND to statewide agencies via the State Clearinghouse.[39] This limited consultation resulted in Corona failing to notify the SCAQMD—the regional agency with jurisdiction over the air basin where the Project is located—of the Project and its potential impacts. Therefore, Corona did not comply with CEQA's consultation requirements for this Project.

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[35] Pub. Resources Code, § 21002; CEQA Guidelines, § 15126.4, subd. (a)(1).
[36] Pub. Resources Code, § 21081.6, subd. (b); CEQA Guidelines §§ 15071, subd. (e) & 15126.4, subd. (a)(2).
[37] MND, pp. 11, 16.
[38] Pub. Resources Code § 21080.3, subd. (a); CEQA Guidelines, § 15073, subd. (c).
[39] MND, p. 5.

III. CORONA MUST PREPARE AN ENVIRONMENTAL IMPACT REPORT TO ADEQUATELY ANALYZE THE PROJECT'S IMPACTS.

One of the "basic purposes of CEQA" is to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities."[40] The threshold for determining whether an environmental impact report (EIR) is required is low – an EIR must be prepared by a lead agency if substantial evidence supports a "fair argument" that that "any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment."[41]

Corona must prepare an EIR for the Project since there is substantial evidence supporting a fair argument that the Project will have significant environmental impacts. As discussed above, the Project is a large business park that will consist of over a million square feet of warehouse, manufacturing, and industrial uses that typically have significant environmental impacts. The Project will include 126 spaces for trucks, and generate approximately 4,127 vehicle trips a day in Corona and the surrounding areas. Considering the Project's large scope, mixed industrial uses, and residential location, there is a fair argument that the Project will cause significant environmental impacts. The MND's deficient analysis of direct and cumulative environmental impacts also creates a fair argument that the Project will have impacts that have not be adequately analyzed and disclosed.[42] Therefore, CEQA requires Corona to prepare an EIR that fully analyzes the Project's impacts.

Further, it is highly unusual for a local government to approve a project of this size and type without preparing an EIR. Several jurisdictions close to Corona are considering warehouse projects that are similar to the Project, but are preparing EIRs rather than negative declarations to analyze the projects' impacts, including:

- Barker Logistics Project (Riverside County): a 694,630-square foot warehouse building with paved surface parking for 385 automobiles and 124 trucks/truck trailers on a 31.55-acre property;
- Goodman Logistics Center III (Fontana): a three-building industrial park containing 1,118,460 square feet of building area on 47.5 acres;
- Indian Street Commerce Center (Moreno Valley): a 446,350-square foot building with warehouse, light industrial, and office uses on 19.64 acres; and
- Slover/Cactus Avenue Warehouse (San Bernardino County): a 257,855-square foot warehouse on 13.27 acres.

These projects are all significantly smaller than the Project or a similar size, yet are receiving more environmental review. Therefore, an EIR for this large Project is necessary.

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[40] CEQA Guidelines, § 15002, subd. (a)(1).
[41] *Id.*, § 15063, subd. (b)(1); *Pocket Protectors v. City of Sacramento* (2005) 124 Cal.App.4th 903, 928; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1399–1400.
[42] *Sundstrom v. County of Mendocino*, *supra*, 202 Cal.App.3d 296, 311.

IV. CORONA MUST PROVIDE ITS PLANNING COMMISSION AND CITY COUNCIL WITH ADEQUATE TIME TO CONSIDER PUBLIC COMMENTS.

CEQA requires the decision-making body of a lead agency to consider an MND along with all comments received during the public review process prior to approving a project.[43] However, Corona's Notice of Completion for the MND states that public comments are due on February 8, 2020 and the City's Planning Commission will consider the Project the next business day on February 10, 2020. Since the comment deadline is a Saturday, Corona's planning staff indicated on our January 21, 2020 call that the City will accept comments until February 10, 2020. As a result, Corona may receive public comments on the Project that will not be considered by the Planning Commission prior to its February 10 hearing to consider the Project. Corona's solution to this problem is to present public comments to the City Council prior to its planned adoption hearing for the Project on March 4, 2020, but this is not sufficient to satisfy CEQA's requirement that all decision-making bodies have a meaningful opportunity to consider public comments for a proposed project. Therefore, we urge Corona to reconsider this rushed timeline for considering the Project to ensure that both the Planning Commission and City Council have sufficient time to consider all public comments, including the comments we provide in this letter. At the very least, Corona should delay the Planning Commission's upcoming hearing by 30 days or more.

V. CONCLUSION

Thank you for the opportunity to provide these comments. We encourage Corona to comply with CEQA's requirements and adequately disclose, analyze, and mitigate the environmental impacts of the Project prior to its approval. The Attorney General's Office is available to provide assistance to Corona as it works on its CEQA compliance for the Project. Please do not hesitate to contact me if you have any questions or would like to discuss these issues further.

Sincerely,

ABIGAIL BLODGETT
Deputy Attorney General

For XAVIER BECERRA
Attorney General

[43] CEQA Guidelines, § 15074, subd. (b).

Attachment A: Air Quality Mitigation Measures

Measures to mitigate air quality impacts from construction include:

- Requiring off-road construction equipment to be electric, where available.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Requiring on-road haul trucks to be model year 2010 or newer if diesel-fueled.
- Providing electrical hook ups to the power grid for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Limit the Project's construction days and times.

Measures to mitigate air quality impacts from operations include:

- Limiting the times and days that the project operates, such as only daytime hours on weekdays.
- Require project proponent to follow CARB's guidance for siting warehouses at least 1,000 feet away from sensitive land uses to avoid health impacts.[44]
- Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.

[44] CARB, Air Quality and Land Use Handbook: A Community Health Perspective, at p. 4 (April 2005), https://ww3.arb.ca.gov/ch/handbook.pdf.

- Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.
- Installing and maintaining air filtration systems at sensitive receptors within a certain radius of facility.
- Installing and maintaining an air monitoring station proximate to sensitive receptors and the facility. While air monitoring does not mitigate the air quality impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality.
- Constructing electric truck charging stations proportional to the number of dock doors at the project.
- Constructing plugs for transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Achieving certification of compliance with LEED green building standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Establishing and enforcing truck routes that avoid residents and sensitive receptors.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending California Air Resources Board-approved courses. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

Measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier.
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

Measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from sensitive receptors.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have fronting sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

February 7, 2020
Sent via email

Joanne Coletta
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

Subject: Initial Study with Proposed Mitigated Negative Declaration
Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608) Project
State Clearinghouse No. 2020019017

Dear Ms. Coletta:

The California Department of Fish and Wildlife (CDFW) received the Initial Study (IS) and proposed Mitigated Negative Declaration (MND) on January 9, 2020 from the City of Corona (City) for the Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608) Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

1 CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

EXHIBIT S

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Project Location

The proposed Project site is located east of Interstate 15 and north of Tom Barnes Road within Temescal Canyon, in the City of Corona, Riverside County. APNs: 279-121-004, -005, -006; 279-122-001, -002, -003, and - 004; 279-123-001, -002, and-003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140- 001, and -007; 279-231-044.

Project Description

The Project proposes the construction of 15 industrial facilities ranging in size from 18,262 square feet (sq. ft.) to 253,798 sq. ft., and an associated parking lot. No offsite improvements are planned for the Project. The proposed Project will develop the entire 75-acre site, with the exception of a 1.7-acre conservation easement, and an approximately 1-acre native plant setback along the southern border of the Project site. The purpose of the native plant setback is to create a buffer between the Project and Joseph Canyon Wash (the existing 1.7-acre easement area). Historically, the Project site was used as an aggregate mining facility, and subsequently underwent mine reclamation during the 1990s.

COMMENTS AND RECOMMENDATIONS

CDFW is concerned about the adequacy of the impact analysis and the mitigation measures proposed in the MND and the ability of the Project to mitigate the significant, or potentially significant, direct and indirect impacts to native habitats and species that rely on these habitats. Following review of the Biological Resources section of the IS, CDFW offers the comments and recommendations presented below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The comments and recommendations are also offered to enable CDFW to adequately review and comment on the proposed Project with respect to the Project's consistency

with the Western Riverside County Multiple Species Habitat Conservation Plan. CDFW recommends that each of these be addressed prior to adoption of the MND.

Lake and Streambed Alteration Program

Fish and Game Code 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources. CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). Therefore, to facilitate issuance of an LSA Agreement, if necessary, the MND should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to https://www.wildlife.ca.gov/Conservation/LSA/Forms

The MND's Mitigation Measure (MM) did not indicate that the Project would require notification to CDFW pursuant to Fish and Game Code section 1602. Additionally, the IS/MND did not include a jurisdictional delineation or the full and formal biological assessment for the Project site. After conducting a Project site visit on January 30, 2020, CDFW identified fish and wildlife resources subject to Fish and Game Code 1600 on the Project site that were not included in the IS/MND. The fish and wildlife resources subject to Fish and Game Code 1600 discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (*Baccharis salicifolia*) as well as two stands of cattails (*Typha* species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24-25, 2019). At high water levels in the valley-bottom wetland area (as well as the southwestern pond), the water overflows to Temescal Creek via standpipes on the Project site which

lead into culverts directing the overflow to Temescal Creek. To ensure compliance with Fish and Game Code section 1602, CDFW recommends the new mitigation measure include the text below:

MM BIO-[X]: Prior to issuance of any grading or construction permits by the City, the applicant shall consult with the California Department of Fish and Wildlife regarding a Fish and Game Code section 1602 Streambed Alteration Agreement, the United States Army Corps of Engineers regarding a Clean Water Act Section 404 Permit, and the Regional Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The Project applicant shall be required to obtain the necessary permits or provide written documentation that such permits are not needed. The Project shall mitigate impacts to waters of the United States and waters of the State, wetlands, and riparian habitats, by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Mitigation shall be subject to pre-approval by the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE) and the California Department of Fish and Wildlife.

In order to reduce impacts to Fish and Game Code section 1602 resources to a level that is less than significant, CDFW recommends that the City identify a specific and enforceable mitigation strategy in the MND. The mitigation strategy should identify the amount (acreage) and type of mitigation and should be commensurate with impacts. CDFW is available to assist the City in evaluating the proposed mitigation prior to adoption of the MND.

Western Riverside County Multiple Species Habitat Conservation Plan

Based on a site visit conducted by CDFW on January 30, 2020, CDFW determined the project would result in impacts to Riparian/Riverine resources subject to Section 6.1.2 of the MSHCP. CDFW is unaware that a Determination of Biologically Equivalent or Superior Preservation (DBESP) has been prepared for this Project. Please note that the MSHCP consistency review process will not be complete until CDFW and the United States Fish and Wildlife Service approve a DBESP for impacts to MSHCP Section 6.1.2 resources. Because this process is not complete, CDFW recommends that City include a new mitigation measure in the Final MND conditioning the Project applicant to demonstrate compliance with Section 6.1.2 of the MSHCP. CDFW recommends the inclusion of the following new measure in the Final MND:

MM BIO-[X]: Prior to issuance of any grading permit the Project Applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service and California Department of Fish and Wildlife confirming that the Determination of Biologically Equivalent

or Superior Preservation (DBESP) has been approved or provide written documentation that a DBESP is not needed.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/MND for the Precise Plan 2019-0001 (PP2019-0001) and Tentative Tract Map 37608 (TTM 37608) Project (State Clearinghouse No. 2020019017), and recommends that the City address CDFW's comments and concerns prior to adoption of the MND. If you should have any questions pertaining to the comments provided in this letter, please contact Eric Chan at (909) 483-6317 or at Eric.Chan@wildlife.ca.gov.

Sincerely,

Scott Wilson

Scott Wilson
Environmental Program Manager

Attachment 1: Draft Mitigation Monitoring and Reporting Program for CDFW-proposed Mitigation Measures.

ec: California Department of Fish and Wildlife
Heather Pert, Senior Environmental Scientist, Supervisor
Inland Deserts Region
heather.pert@wildlife.ca.gov

HCPB CEQA Coordinator
Habitat Conservation Planning Branch

Office of Planning and Research
State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

ATTACHMENT 1

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

PURPOSE OF THE MMRP

The purpose of the MMRP is to ensure compliance with mitigation measures during project implementation. Mitigation measures must be implemented within the time periods indicated in the table below.

TABLE OF MITIGATION MEASURES

The following items are identified for each mitigation measure: Mitigation Measure, Implementation Schedule, and Responsible Party for implementing the mitigation measure. The Mitigation Measure column summarizes the mitigation requirements. The Implementation Schedule column shows the date or phase when each mitigation measure will be implemented. The Responsible Party column identifies the person or agency that is primarily responsible for implementing the mitigation measure.

Mitigation Measure	Implementation Schedule	Responsible Party
Prior to issuance of any grading or construction permits by the City, the applicant shall consult with the California Department of Fish and Wildlife regarding a Fish and Game Code section 1602 Streambed Alteration Agreement, the United States Army Corps of Engineers regarding a Clean Water Act Section 404 Permit, and the Regional Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The Project applicant shall be required to obtain the necessary permits or provide written documentation that such permits are not needed. The Project shall mitigate impacts to waters of the United States and waters of the State, wetlands, and riparian habitats, by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Mitigation shall be subject to pre-approval by the Regional Water Quality Control Board (RQWCB), U.S Army Corps of Engineers (ACOE) and the California Department of Fish and Wildlife.	Prior to issuance of any grading or construction permits by the City	Project Applicant

Prior to issuance of any grading permit the Project Applicant shall provide to the City written correspondence from the United States Fish and Wildlife Service and California Department of Fish and Wildlife confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved or provide written documentation that a DBESP is not needed.	Prior to issuance of any grading or construction permits by the City	Project Applicant

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS: February 7, 2020

Joanne.Coletta@CoronaCA.gov
Joanne Coletta, Director
City of Corona, Community Development Department
400 South Vicentia Avenue
Corona, CA 92882

Mitigated Negative Declaration (MND) for the Proposed Latitude Business Park Project (SCH No.: 2020019017)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to construct 10 buildings totaling 752,889 square feet on 46 acres and five buildings totaling 321,882 square feet on 28 acres for a total of 15 buildings for industrial, manufacturing, cold and non-cold storage warehousing uses totaling 1,074,771 square feet on 75 acres (Proposed Project). The Proposed Project is located on the northwest corner of Temescal Canyon Road and Tom Barnes Street in the City of Corona. Construction of the Proposed Project is anticipated to begin in January 2020 and by completed by 2021[1]. Once operational, the Proposed Project will have 66[2] dock doors and involve 305 two-way truck trips per day for the manufacturing and warehouse[3]. Based on reviews of *Aerial View of Project Site*[4] in the MND and aerial photographs, the Proposed Project is located immediately south of the existing residential uses[5].

South Coast AQMD Staff's Summary of the Air Quality and Health Risk Assessment Analyses

The Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to South Coast AQMD's recommended regional CEQA air quality significance thresholds. Based on the analysis, the Lead Agency found that the Proposed Project's regional construction and operational air quality impacts would be less than significant[6]. The Lead Agency is committed to implementing Mitigation Measure 5-1, which requires the use of Tier 4 diesel construction equipment[7]. The Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards[8]. The Lead Agency found that construction activities would not result in significant localized air quality impacts for NOx and PM10[9]. Additionally, the Lead Agency performed a construction health risk assessment (HRA) analysis and found that construction of the Proposed Project

[1] MND. Page 14.
[2] *Ibid.* Page 32.
[3] *Ibid.* Supplemental Traffic Impact Analysis. Table A: Updated Project Trip Generation Forecast. PDF Page 6.
[4] *Ibid*. Page 3.
[5] *Ibid*.
[6] *Ibid.* Latitude Business Park Air Quality Assessment. Page 25.
[7] MND. Page 14.
[8] South Coast AQMD. Localized Significance Threshold Methodology. Page 2-9. Accessed on January 31, 2020. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.
[9] MND. Page 15.

EXHIBIT T

would result in an excess inhalation cancer risk of 7.24 in one million for 70-year exposure duration[10], which would not exceed South Coast AQMD's CEQA significance threshold of 10 in one million for cancer risk[11].

Summary of South Coast AQMD Staff's Comments

The Notice of Completion for the MND was circulated for a 30-day public and comment period from January 8, 2020 to February 8, 2020. However, the MND was not provided to South Coast AQMD staff for review after it was released for public review. On January 21, 2020, South Coast AQMD staff contacted the Lead Agency and requested the MND and air quality and HRA analyses technical data[12]. South Coast AQMD staff received the MND and technical data that were needed to complete the review on January 23, 2020, two weeks after the MND was circulated for public review. As a CEQA commenting agency for the Proposed Project, South Coast AQMD staff reviews air quality and HRA analyses in CEQA documents to ensure emissions and health risks are adequately and sufficiently evaluated, disclosed, and mitigated to the maximum extent feasible. As such, the Lead Agency should provide the MND to South Coast AQMD staff for review upon completion and public release.

Based on reviews of the MND and technical documents, South Coast AQMD staff has nine comments on the air quality and HRA analyses. A summary of these comments is provided as follows with additional details provided in the attachment.

1. Localized Significance Thresholds Analysis for CO and PM2.5: The Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards to determine the level of significance[13]. However, the Lead Agency did not analyze the localized air quality impacts for CO or PM2.5 in the MND. South Coast AQMD staff recommended that the Lead Agency analyze the Proposed Project's localized air quality impacts from construction activities for CO and PM2.5 and compare those emissions to the most stringer air quality standards, or provide reasons for not including the analysis supported by substantial evidence in the Final MND.

2. Cold Storage Facilities: Based on reviews of the MND and the *Air Quality Assessment*, South Coast AQMD staff found that the "unrefrigerated warehouse-no rail" land use category was selected in CalEEMod to quantify emissions. Since one of the uses for the Proposed Project is cold storage facilities, it is reasonably foreseeable that transport refrigeration units (TRUs) may be used at the Proposed Project. To conservatively analyze a worst-case impact scenario from the use of TRUs during operation, the Lead Agency should calculate the Proposed Project's emissions from TRUs that will visit the Proposed Project or provide justification for not including the calculation in the Find MND.

3. Project Trip Generation Forecast: The MND and technical appendices included two project trip generation forecast numbers. South Coast AQMD staff recommends that the Lead Agency clarify

[10] *Ibid*.

[11] South Coast AQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When South Coast AQMD acts as the Lead Agency, South Coast AQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies measures if the risk is found to be significant.

[12] E-mail correspondence on January 21, 2020 from South Coast AQMD staff (Ms. Lijin Sun) to Lead Agency (Ms. Joanne Coletta).

[13] South Coast AQMD Localized Significance Threshold Methodology. Page 2-9. Accessed on January 31, 2020. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.

which project trip generation forecast was used to quantify the Proposed Project's emissions from mobile sources and revise the air quality analysis based on one project trip generation forecast.

4. Air Quality Impact Analysis – Vehicle Miles Traveled: The Lead Agency used a trip length of 9.37 miles to quantify the Proposed Project's operational emissions from mobile sources, but did not discuss how this trip length was calculated in the MND. South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND as substantial evidence to support the use of 9.37 miles.

5. Fleet Mix: The Lead Agency prepared a traffic impact analysis to identify the fleet mix specific for the Proposed Project. However, based on reviews of the *Air Quality Assessment* technical appendix, South Coast AQMD staff found that the Lead Agency used the default fleet mix in CalEEMod, which is different from the project-specific fleet mix. South Coast AQMD staff recommends that the Lead Agency re-calculate the Proposed Project's emissions by using project-specific fleet mix in the Final MND. If it is more appropriate to use the default fleet mix to quantify the Proposed Project's emissions than project-specific fleet mix from the traffic impact analysis, the Lead Agency should include an explanation in the Final MND.

6. Health Risk Assessment Analysis during Operation: Operation of the Proposed Project generates and attracts heavy-duty, diesel-fueled trucks. Although the Lead Agency prepared a construction HRA analysis to analyze health risk impacts to nearby residents from construction activities, health risks to residents during the operational phase were not analyzed and should be included in the Final MND.

7. Guidance Regarding Warehouses Sited Near Sensitive Receptors: South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. For warehouses that accommodate more than 100 trucks per day, or more than 40 trucks with operating TRUs per day, California Air Resources Board (CARB) recommends a 1,000-foot separation between sensitive land uses (e.g., residential uses)[14] and the operating warehouse. Therefore, South Coast AQMD staff recommends that the Lead Agency review and consider the guidance when making local planning and land use decisions.

8. Additional Recommended Mitigation Measures: In the MND, the Lead Agency provided information about nearby electric vehicle (EV) charging stations that could be used by employees during operation. The Lead Agency should require EV charging stations be provided on the Proposed Project site, or at a minimum, require appropriate infrastructure to facilitate sufficient EV charging stations. Additionally, to further reduce the Proposed Project's construction and long-term emissions, South Coast AQMD staff recommends a list of new mitigation measures that the Lead Agency should review and incorporate in the Final MND.

9. South Coast AQMD Rule, Permit, and Responsible Agency: Since the Proposed Project is greater than 50 acres, it is subject to specific requirements under South Coast AQMD Rule 403(e) and should be discussed in the Final MND. Additional information on South Coast AQMD permits is included as resources to the Lead Agency.

[14] CARB. *Air Quality and Land Use Handbook: A Community Health Perspective*. Page 4. Accessed at: https://www.arb.ca.gov/ch/handbook.pdf.

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, responses should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. Further, when the Lead Agency makes the finding that the additional recommended mitigation measures are not feasible, the Lead Agency should describe the specific reasons supported by substantial evidence for rejecting them in the Final MND (CEQA Guidelines Sections 15070 and 15074.1).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Margaret Isied, Assistant Air Quality Specialist, at misied@aqmd.gov or (909) 396-2543, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS:MI
RVC200121-01
Control Number

ATTACHMENT

1. **Localized Significance Thresholds Analysis for CO and PM2.5**
In the Air Quality Section of the MND, the Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards to determine the level of significance[15]. However, the Lead Agency did not analyze localized construction air quality impacts from CO or PM2.5. To ensure nearby residents living north to the Proposed Project will not be adversely impacted by construction activities, the Lead Agency should analyze the Proposed Project's localized air quality impacts from construction activities for CO and PM2.5 and compare those emissions to the most stringent air quality standards to determine the level of significance in the Final MND. If the localized significance thresholds analysis for CO and PM2.5 are not included in the Final MND, the Lead Agency should provide reasons for not including the analysis supported by substantial evidence in the record.

2. **Cold Storage Facilities**
Since one of the warehouse uses for the Proposed Project is cold storage facilities, it is reasonably foreseeable that transport refrigeration units (TRUs), which are commonly in-use at cold storage warehouses, may be used at the Proposed Project. However, based on reviews of the MND and the *Air Quality Assessment*, South Coast AQMD staff found that the "unrefrigerated warehouse-no rail"[16] land use was used to quantify the Proposed Project's operational emissions. If using TRUs is reasonably foreseeable during operation, and to conservatively analyze the worst-case impact scenario, the Lead Agency should calculate the Proposed Project's emissions from TRUs in the Final MND or provide reasons for not quantifying emissions from TRUs in the Final MND as substantial evidence in the record.

3. **Project Trip Generation Forecast**
Based on reviews of the MND and technical appendices, South Coast AQMD staff found two project trip generation forecasts within the MND and between the MND and the technical appendices. (See Table A). Therefore, South Coast AQMD staff was unable to determine which project trip generation forecast was used to estimate the Proposed Project's operational emissions. South Coast AQMD staff recommends that the Lead Agency clarify the project trip generation forecast and update the air quality analysis based on one project trip generation forecast consistent throughout the Final MND and technical appendices.

[15] South Coast AQMD Localized Significance Threshold Methodology. Page 2-9. Accessed on January 31, 2020. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.
[16] MND. Air Quality Assessment. Page 87.

Table A: Project Trip Generation Forecast Value Inconsistencies

Document Type	Section	Page No.	Project Trip Generation Forecast (per day)
MND	Operational Emissions	Page 15	4,127
MND	Intersection Queue Length Analysis	Page 18	3,585
Traffic Impact Analysis (TIA) Technical Appendix	Table 5-1: Project Trip Generation Rates and Forecast under the row titled "Project Total Trip Generation Forecast"	Page 16	4,127
Supplemental TIA Memo	Table A: Updated Project Trip Generation Forecast	Page 6	3,585
Air Quality Assessment Technical Appendix	Table 5-1: Project Trip Generation Rates and Forecast under the row titled "Project Total Trip Generation Forecast"	Page 19	4,127

Source: South Coast AQMD staff. February 5, 2020.

4. **Air Quality Impact Analysis – Vehicle Miles Traveled**

Based on reviews of the Air Quality Assessment Technical Appendix to the MND, South Coast AQMD staff found that the Lead Agency used a trip length of 9.37[17] miles to quantify the Proposed Project's operational emissions from mobile sources, including truck trips, but did not discuss how this trip length was calculated. CalEEMod is the software model that quantify land use projects' emissions. The Lead Agency used CalEEMod to quantify the Proposed Project's construction and operational emissions. Appendix A of the CalEEMod User Manual provides the equation for calculating the average overall trip length. The equation is to divide the average daily trip rate by the vehicle miles traveled (VMT)[18]. The Lead Agency estimated operation of the Proposed Project would result in 54,140 VMT[19]. If the Proposed Project generates 4,127 trips per day, the average trip length would equal to 13.12 miles (54,140 VMT/4,127 daily trips). If the Proposed Project generates 3,585 trips per day, the average trip length would equal to 15.10 miles (54,140 VMT/3,585 daily trips). (See also Comment No. 3). Since the MND and technical appendices did not explain how a 9.37-mile trip length was calculated from 54,140 VMT, South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND as substantial evidence to support the use of 9.37 miles to quantify emissions from truck trips.

5. **Fleet Mix**

The Lead Agency prepared a traffic impact analysis technical appendix to identify trip generation rates and fleet mix that were specific for operation of the Proposed Project. However, in the air quality assessment technical appendix, the Lead Agency used the default fleet mix values to quantify emissions from mobile sources. South Coast AQMD staff recommends that the Lead Agency re-calculate the Proposed Project's emissions by using project-specific fleet mix in the Final MND. If it is more appropriate to use the default fleet mix to quantify the Proposed Project's emissions than project-specific fleet mix from the traffic impact analysis, the Lead Agency should include an explanation in the Final MND.

6. **Health Risk Assessment Analysis during Operation**

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptors include schools, daycare centers, nursing homes, elderly care

[17] MND. Air Quality Assessment. Page 57.
[18] CalEEMod. Appendix A. Vehicle Miles Traveled, Page 22. Accessed at: http://www.aqmd.gov/docs/default-source/caleemod/caleemod-appendixa.pdf
[19] MND. Air Quality Assessment. Page 19.

facilities, hospitals, and residential dwelling units. As stated above, the Proposed Project involves operation of manufacturing and warehouse uses that will generate approximately 305 truck trips per day. Based on reviews of *Aerial View of Project Site*[20] in the MND and aerial photographs, South Coast AQMD staff found that existing residential uses are located immediately north of the Proposed Project. Surrounding sensitive receptors (e.g., residents) would be exposed to diesel particulate matter (DPM) from the transportation and idling of heavy-duty, diesel-fueled trucks visiting the Proposed Project. DPM has been identified by the CARB as a toxic air contaminant (TAC) based on its carcinogenic effects[21]. However, upon review of the MND, South Coast AQMD staff found that the Lead Agency did not perform a quantitative mobile source HRA analysis.

One of the basic purposes of CEQA is to inform decision-makers and the public about the potential, significant environmental effects of proposed activities (CEQA Guidelines Section 15002(a)(1)). A mitigated negative declaration is appropriate when the Lead Agency finds that the project will not have a significant effect on the environment after incorporating mitigation measures (CEQA Guidelines Sections 15070 to 15075). Reasons to support this finding shall be documented as substantial evidence in the initial study. Although the Lead Agency prepared a construction HRA analysis to analyze health risk impacts to nearby residents from construction activities, the Lead Agency should calculate cancer risk to residents during the operational phase by performing a mobile source HRA analysis[22] in the Final MND and compare cancer risk to South Coast AQMD's CEQA significance threshold of 10 in one million to determine the level of significance for the Proposed Project's health risks impact[23]. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating air pollutants should also be included.

7. <u>Guidance Regarding Warehouses Sited Near Sensitive Receptors</u>

South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and South Coast AQMD to reduce community exposure to source-specific and cumulative air pollution impacts, South Coast AQMD adopted the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[24] in 2005. Additional guidance is available in the CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*, available at: https://www.arb.ca.gov/ch/handbook.pdf. For warehouses that accommodate more than 100 trucks per day, or more than 40 trucks with operating TRUs per day, a 1,000-foot separation between sensitive land uses (e.g., residential uses)[25] and the operating warehouse is recommended. Therefore, South Coast AQMD staff recommends that the Lead Agency review and consider these guidance documents when making local planning and land use decisions.

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[20] *Ibid*. Page 3.

[21] CARB. August 27, 1998. Resolution 98-35. Accessed at: http://www.arb.ca.gov/regact/diesltac/diesltac.htm.

[22] South Coast Air Quality Management District. *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

[23] South Coast AQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When South Coast AQMD acts as the Lead Agency, South Coast AQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

[24] South Coast AQMD. May 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Accessed at: http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document.

[25] CARB. *Air Quality and Land Use Handbook: A Community Health Perspective*. Page 4. Accessed at: https://www.arb.ca.gov/ch/handbook.pdf.

8. <u>Additional Recommended Mitigation Measures</u>

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts during construction and operation, and in addition to Mitigation Measure 5-1 South Coast AQMD staff has compiled a list of additional recommended mitigation measures as guidance that the Lead Agency should review for incorporation in the Final MND. For more information on potential mitigation measures as guidance to the Lead Agency, please visit South Coast AQMD's CEQA Air Quality Handbook website[26].

Mitigation Measures for Construction Air Quality Impacts

a) Maintain equipment maintenance records for the construction portion of the Proposed Project. All construction equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their construction contractor(s) should be made available for inspection and remain on-site for a period of at least two years from completion of construction.

Mitigation Measures for Operational Air Quality Impacts from Mobile Sources

b) In the MND, the Lead Agency included information about available EV charging stations at a nearby shopping center to the Proposed Project. While it is important to inform employees working at the Proposed Project that EV charging stations are available at another location that is in close proximity to the Proposed Project, the Lead Agency should require EV charging stations and supporting infrastructure be provided at the Proposed Project as a design feature or mitigation measure. The California Green Building Standards Code (CALGreen) establishes minimum mandatory and voluntary standards for plan and design of sustainable site development and energy efficiency[27, 28]. Under the CALGreen Code (23 CCR Part 11), mandatory standards include planning for inclusion of EV charging stations or designated spaces capable of supporting future charging stations[28].Therefore South Coast AQMD staff recommends that the Lead Agency incorporate the following mitigation measure into the Final MND.

- *Require at least five percent of all vehicle parking spaces include electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. The Lead Agency should also include analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures (e.g., EV charging stations) in the Energy and Utilities and Service Systems Sections of the Final MND, where appropriate. To ensure implementation of EV technology to support the 4,127 passenger car equivalent trips that will visit the Proposed Project site daily, the Lead Agency shall install solar energy arrays on the building roofs and/or on the Proposed Project site to generate solar energy for the facility and/or EV charging stations.*

c) The City shall require the use of zero-emissions (ZE) or near-zero emissions (NZE) on-road vehicles and off-road equipment during operation, such as trucks with natural gas engines that meet the CARB's adopted optional NOx emission standard of 0.02 grams per brake horsepower-

[26] South Coast AQMD. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.
[27] 2016 California Green Building Standards Code California Code of Regulations, Title 24, Part 11. California Building Standards Commission. January 1, 2017. Accessed at: https://www.ladbs.org/docs/default-source/publications/codeamendments/2016-calgreen_complete.pdf.
[28] MND. Page 51.

hour (g/bhp-hr). At a minimum, the City may require that operators commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks and equipment. To monitor and ensure ZE, NZE, or 2010 model year or newer trucks are used at the Proposed Project, the City should require that operators maintain records of all trucks and equipment associated with the Proposed Project's operation, and make these records available to the City upon request. Alternatively, the City should require periodic reporting and provision of written records by operators, and conduct regular inspections of the records to the maximum extent feasible and practicable. To facilitate implementation of this mitigation measure, the City shall require operators of the proposed facilities to provide the vendor trucks information to incorporate energy efficiency improvement features through the Carl Moyer Program – including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires – to reduce fuel consumption.

d) Limit the daily number of truck trips allowed at the Proposed Project to the level that was analyzed in the MND (e.g., 305 daily truck trips). If higher daily truck volumes are anticipated during operation than what were analyzed in the MND, the Lead Agency should commit to re-evaluating the Proposed Project's air quality and health risks impacts through a CEQA process prior to allowing higher truck activity levels (CEQA Guidelines Section 15162).

e) Design the Proposed Project such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.

a) Establish area(s) within the Proposed Project site for repair needs and ensure that these designated areas are away from any sensitive receptors.

Mitigation Measures for Operational Air Quality Impacts from Area Sources

b) Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.

c) Maximize the planting of trees in landscaping and parking lots.

d) Use light colored paving and roofing materials.

e) Utilize only Energy Star heating, cooling, and lighting devices, and appliances.

9. <u>South Coast AQMD Rule 403(e), Permits, and Responsible Agency</u>

The Lead Agency included a discussion of general compliance with South Coast AQMD Rule 403 – Fugitive Dust in the MND[29]. Since the Proposed Project is a large operation of approximately 75 acres[30] (50-acre sites or more of disturbed surface area; or daily earth-moving operations of 3,850 cubic yards or more on three days in any year) in the South Coast Air Basin, the Lead Agency is required to comply with Rule 403(e) – Additional Requirements for Large Operations[31]. Additional requirements may include, but are not limited to, Large Operation Notification (Form 403 N), appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control in the South Coast Air Basin training class[32].

[29] MND. Page 12.
[30] *Ibid*. Page 4.
[31] South Coast AQMD. Rule 403. Last amended June 3, 2005. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf.
[32] South Coast AQMD Compliance and Enforcement Staff's contact information for Rule 403(e) Large Operations is (909) 396-2608 or by e-mail at dustcontrol@aqmd.gov.

Therefore, South Coast AQMD recommends that the Lead Agency include a discussion to demonstrate specific compliance with South Coast AQMD Rule 403(e) in the Final MND. Compliance with South Coast Rule 403(e) will further reduce regional and localized emissions from particulate matters during construction.

The Proposed Project includes operation of manufacturing and warehouse uses. In the event that a permit from South Coast AQMD is required, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Final MND. Any assumptions used in the Air Quality Analysis in the Final MND will be used as the basis for permit conditions and limits for the Proposed Project. Generally, operation of portable engines and portable equipment units of 50 horsepower (hp) or greater that emit particulate matter require a permit from South Coast AQMD or registration with the Portable Equipment Registration Program (PERP) through CARB[33]. The Lead Agency should consult with South Coast AQMD's Engineering and Permitting staff to determine if the Proposed Project will involve uses of equipment requiring a South Coast AQMD permit or if registration under the PERP through CARB[34]. Should there be any questions on permits, please contact the South Coast AQMD's Engineering and Permitting staff at (909) 396-3385. For more general information on permits, please visit South Coast AQMD's webpage at: http://www.aqmd.gov/home/permits. For more information on the PERP Program, please contact CARB at (916) 324-5869 or visit CARB's webpage at: https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp.

[33] South Coast Air Quality Management District. *Portable Equipment Registration Program (PERP)*. Accessed at: http://www.aqmd.gov/home/permits/equipment-registration/perp.
[34] *Ibid.*

BLUM | COLLINS LLP

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COMMUNITY DEVELOPMENT DEPT.

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February 10, 2020

Joanne Coletta City of Corona 400 S. Vicentia Avenue Corona, CA	***By Hand and U.S. Mail***

Re: *Latitude Business Park,* Mitigated Negative Declaration

Dear Ms. Coletta and the City of Corona:

This letter constitutes further comments under the California Environmental Quality Act ("CEQA") on behalf of the Golden State Environmental Justice Alliance on all approvals related to the above-cited project ("the Project") and its Mitigated Negative Declaration ("MND"), a Notice of Completion for which went out on January 7, 2020. The comment deadline was marked on a Saturday, which makes our comments, provided to you by hand at the hearing on the Project, timely.

Project Site Description

The MND defines the Project as a "business park" comprising 15 separate buildings on 75 acres of land with over 1,000,000 square feet of construction. While the MND assumes only 535,205 square feet of the Project will be devoted to warehouse facilities, the Project is located directly adjacent to the I-15, and it is highly likely that this speculative construction will lead to a great deal more warehouse space than is anticipated. It is also unclear if you modeled refrigerated warehouse space in the air quality and GHG modeling (the GHG modeling is also not disclosed), or the traffic modeling for that matter.

Air Quality

There are single family residences to the north of the Project site, but it is not clear that you conducted an operational Health Risk Assessment, and if you did you did not disclose it.

Your MND assumes the use of Tier 4 compliant engines for construction, but there is no guarantee that such construction equipment will be available, because it is in very scarce supply in California, and there is very high demand for it.

EXHIBIT U

The Project assumes only 4,127 daily trips despite its large size and devotion at least in part to warehouse uses. The traffic study was not supplied. The MND does not provide us with sufficient documentation to conclude that impacts will be less than significant.

Biological Resources

The biological reconnaissance survey was conducted by one ECORP biologist over a period of 2 hours and 15 minutes on one day in May of 2019. It would be impossible to characterize all the flora and fauna on this large of a site in that time period. The MND acknowledges that there is a "small patch" of Riversidean sage scrub associated with the western slopes adjacent to I-15. The map provided indicates that it is more than a small patch, and this scrub can provide habitat for the coastal California gnatcatcher, CAGN, as well as the Bell's sage sparrow, a fact that is not noted in the MND. Instead, the MND identifies all 53 special status species as "presumed absent."

The MND assumes that the narrow area identified as a Conservation Easement as a result of the Crossings project across the street will survive despite the heavily industrial Project that will be put adjacent to it. There is no basis for this assumption.

The MND does not produce a report of the Burrowing Owl survey that was supposedly done (though we wonder when, in light of the 2 hours and 15 minutes total devoted to the site). For that matter, the MND does not produce any additional reports, though many are referred to in the MND itself. This violates CEQA.

Additional Comments

The MND does not openly evaluate the GHG impacts although apparently they were modeled. This violates CEQA, and the Project's GHG impacts are likely to be significant.

We request that you advise us immediately when the responses to the comments on the MND are made available by mail and email at collins@blumcollins.com and bentley@blumcollins.com, and that we be placed on the list of parties to be notified of all actions relating to this Project under Public Resources Code section 21092.2. Please forward this request to the City.

Thank you for your consideration.

Sincerely,

Hannah Bentley

Hannah Bentley

February 19, 2020

Responses to Comments from SCAQMD, Attorney General, CDFW and Blum Collins LP Letters on Latitude Business Park Mitigated Negative Declaration

The following comments are responses to the comments received by the city for the Latitude Business Park MND. The California Environmental Quality Act (CEQA) does not require the city to respond in writing to comments submitted on an MND during public review. However, the comments must be considered by the city before approving a project. The city in this case is providing written responses as a way of answering questions for the public and for the Planning and Housing Commission.

To provide clarification on why an MND was prepared for the Latitude Business Park, as opposed to an Environmental Impact Report (EIR), the following summarizes the types of environmental documents that are allowed by CEQA.

Per CEQA Guidelines §15063, the city prepared an initial study to determine if the project may have significant effect on the environment. The information provide in the initial study summarizes technical studies prepared for the project. This data is used to demonstrate if the project would operate within an adopted threshold of significant. If the results of the initial study show that a project is non-compliant with a threshold of significant and would result in a significant effect on the environment even with the implementation of mitigation, then an EIR shall be prepared (CEQA §15064).

However, CEQA §15064(f) goes on to say the decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency. If the lead agency determines there is substantial evidence in the record that the project may have a significant effect on the environment but the lead agency determines that revisions in the project plans or proposals made by, or agreed to by, the applicant would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment then a mitigated negative declaration shall be prepared (CEQA §15064(f)(2)).

CEQA also clearly states what is not considered substantial evidence in determining whether an EIR shall be prepared. CEQA §§15064(f)(4) and 15064(f)(5) state:

> *"(4) The existence of public controversy over the environment effects of a project will not require preparation of an EIR if there is no substantial evidence before the agency that the project may have a significant effect on the environment".*
>
> *"(5) Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts".*

Based on the data provided in the technical studies prepared for the project, the initial study demonstrates that the project may have potentially significant effects, but these significant effects are capable of being mitigated to a point where clearly no significant effects would occur; and there is no substantial evidence, in light of the whole record before the city, that the project may have a significant effect on the environment (CEQA §15070(b)). Therefore, the city prepared a Mitigated Negative Declaration.

EXHIBIT V

South Coast AQMD Letter dated February 7, 2020	
Comment	Response
1. Localized Significance Thresholds (LST) Analysis for CO and PM2.5: The Lead Agency performed air dispersion modeling to analyze the Proposed Project's localized construction air quality impacts for NOx and PM10 and compared those with the most stringent air quality standards to determine the level of significance[13]. However, the Lead Agency did not analyze the localized air quality impacts for CO or PM2.5 in the MND. South Coast AQMD staff recommended that the Lead Agency analyze the Proposed Project's localized air quality impacts from construction activities for CO and PM2.5 and compare those emissions to the most stringer air quality standards, or provide reasons.	1. PM 10 and PM 2.5 have a threshold of 10.4 µg/m3. The project emissions for PM 10 were found to generate emissions less than 10.4 µg/m3. Given that project PM 10 emission are higher than project PM 2.5 emission, the LST impacts from PM 2.5 would also be less than 10.4 µg/m3. LSTs for CO were not calculated because ambient air quality data for CO is no longer monitored within the County of Riverside or at least the data isn't readily available. CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80 percent in the peak 8-hour concentration since 1986 (See Table 5 on page 8). It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.
2. Cold Storage Facilities: Based on reviews of the MND and the Air Quality Assessment, South Coast AQMD staff found that the "unrefrigerated warehouse-no rail" land use category was selected in CalEEMod to quantify emissions. Since one of the uses for the Proposed Project is cold storage facilities, it is reasonably foreseeable that transport refrigeration units (TRUs) may be used at the Proposed Project. To conservatively analyze a worst-case impact scenario from the use of TRUs during operation, the Lead Agency should calculate the Proposed Project's emissions from TRUs that will visit the Proposed Project or provide justification for not including the calculation in the Find MND.	2. The project would not include cold storage therefore emissions from Transport Refrigeration Units was not analyzed. Additionally, as a condition of approval for the project for Precise Plan 2019-0001 (PP2019-0001), *the city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.* The specific plan amendment would be processed by the city after approval of the project and prior to the issuance of a building permit.

3. Project Trip Generation Forecast: The MND and technical appendices included two project trip generation forecast numbers. South Coast AQMD staff recommends that the Lead Agency clarify which project trip generation forecast was used to quantify the Proposed Project's emissions from mobile sources and revise the air quality analysis based on one project trip generation forecast.	3. The CalEEMod was updated to reflect the Supplement Traffic Analysis dated November 29, 2019 and the land uses in the Updated Project Trip Generation Forecast provided in Table A of Supplemental TIA. The Supplemental TIA was used in the MND. The trip generation in the Supplemental TIA is lower than the initial TIA dated September 23, 2019. The updated CalEEMod dated February 13, 2020 is attached as Attachment B.
4. Air Quality Impact Analysis – Vehicle Miles Traveled: The Lead Agency used a trip length of 9.37 miles to quantify the Proposed Project's operational emissions from mobile sources, but did not discuss how this trip length was calculated in the MND. South Coast AQMD staff recommends that the Lead Agency provide additional information in the Final MND as substantial evidence to support the use of 9.37 miles.	4. The CalEEMod file was updated to reflect the yearly VMT that was estimated by FEHR & PEERs for the project. See Page 19 of the AQ report. This VMT was based on the initial traffic study dated September 23, 2019. Because the project was reduced from 1,124,294 square feet to 1,074,771 square feet and resulted in a redistribution of industrial park, manufacturing and warehouse uses in the Supplemental TIA dated November 29, 2019, the VMT was reduced. The VMT went from 14,076,400 to 10,802,025. The updated model used the 10.8M VMT assumption. The model was adjusted so that all emissions would occur during the weekdays only which pushed the miles per trip to 19.02 miles. With the updated VMT, the project is still within allowable thresholds established by AQMD. The updated tables are shown as Tables 1-4 on pages 8 and 9, and are verified by the updated CalEEMod dated February 13, 2020 (Attachment B). This updated information will be included in the Final MND.
5. Fleet Mix: The Lead Agency prepared a traffic impact analysis to identify the fleet mix specific for the Proposed Project. However, based on reviews of the Air Quality Assessment technical appendix, South Coast AQMD staff found that the Lead Agency used the default fleet mix in CalEEMod, which is different from the project-specific fleet mix. South Coast AQMD staff recommends that the Lead Agency re-calculate the Proposed Project's emissions by using project-specific fleet mix in the Final MND. If it is more appropriate to use the default fleet mix to	5. The fleet traffic percentages were updated in the CalEEMod dated February 13, 2020, to reflect the project's trucks which would be 80 - two axel, 72 - three axel and 153 – four axel daily trucks. The revised emissions were found to only slightly increase and would remain less than significant. The updated tables are shown as Tables 1-4 on pages 8 and 9 and verified by the updated CalEEMod dated February 13, 2020 (Attachment B).

quantify the Proposed Project's emissions than project-specific fleet mix from the traffic impact analysis, the Lead Agency should include an explanation in the Final MND.	
6. Health Risk Assessment Analysis during Operation: Operation of the Proposed Project generates and attracts heavy-duty, diesel-fueled trucks. Although the Lead Agency prepared a construction HRA analysis to analyze health risk impacts to nearby residents from construction activities, health risks to residents during the operational phase were not analyzed and should be included in the Final MND.	6. An operational health risk assessment will be included in the Final MND. impacts from large distribution centers involving a large number of trucks have been analyzed. Additionally, the applicant is required to provide signage that would direct trucks to use Cajalco Road as opposed to using Temescal Canyon Road (north) when exiting the project site. Therefore, truck traffic is being directed away from the residential properties. Furthermore, it should be noted that diesel engines are continuously changing and exhaust systems are better at capturing diesel particulates.
7. Guidance Regarding Warehouses Sited Near Sensitive Receptors: South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. For warehouses that accommodate more than 100 trucks per day, or more than 40 trucks with operating TRUs per day, California Air Resources Board (CARB) recommends a 1,000-foot separation between sensitive land uses (e.g., residential uses) and the operating warehouse. Therefore, South Coast AQMD staff recommends that the Lead Agency review and consider the guidance when making local planning and land use decisions.	7. Comment noted. The city annexed the property from the unincorporated area of Riverside County in 2001. The project was zoned light industrial in the county and the city maintained the light industrial zone on the property. As indicated in the initial study, the project site was historically used for the mining of sand. Therefore, industrial type operations have occurred on the project site for decades. The project is being developed in accordance with the site's light industrial zoning and Light Industrial General Plan designation.
8. Additional Recommended Mitigation Measures: In the MND, the Lead Agency provided information about nearby electric vehicle (EV) charging stations that could be used by employees during operation. The Lead Agency should require EV charging stations be provided on the Proposed Project site, or at a minimum, require appropriate infrastructure to facilitate sufficient EV charging stations. Additionally, to further reduce the Proposed Project's construction and long-term emissions, South Coast AQMD staff recommends a list of new mitigation measures that the Lead Agency should review and incorporate in the Final MND.	8. New construction projects are required to comply with the California Green Building Standards Code (2019). In this particular case, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. Based on this table, the project would be required to provide EV charging stations at six percent of the total number of actual parking spaces. Compliance with the California Green Building Standards Code is checked by city staff during the plan

	check process and prior to the issuance of a building permit. This language will be added in the project's initial study discussion prior to approval of the Final MND.
9. South Coast AQMD Rule 403(e), Permit, and Responsible Agency: Since the Proposed Project is greater than 50 acres, it is subject to specific requirements under South Coast AQMD Rule 403(e) and should be discussed in the Final MND. Additional information on South Coast AQMD permits is included as resources to the Lead Agency.	9. The Final MND will include discussion regarding Rule 403(e) and mitigation to ensure compliance. For example: The project shall implement methods to reduce particulate emission from paved and unpaved roads, parking lots, and road and building construction, as required by the Southern California Air Quality Management District. These methods include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction. • Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). • Replacing ground cover in disturbed areas as quickly as possible.

	• Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads. The above methods shall be noted on the project's approved grading plans, and the developer shall provide the city's public works inspector a construction maintenance plan based on the methods described above at the time of the project's pre-construction meeting between the city and developer.

Summary of Results from the updated CalEEMod dated February 13, 2020

CalEEMod Worksheet Provided in Attachment B

Table 1: Revised Model Land Use

Land Use	Size	Metric
General Light Industry	205.77	1000sqft
Industrial Park	174.06	1000sqft
Manufacturing	159.74	1000sqft
Unrefrigerated Warehouse-No Rail	535.21	1000sqft
Parking Lot	2,247.00	Space

Table 2: Updated Construction to reflect Table 1 and Revised Traffic Study

Year	ROG	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
Worst Case Construction	39.94	39.40	68.12	0.23	18.27	0.30	18.33	9.98	0.28	10.05
Significance Threshold (lb/day)	**75**	**100**	**550**	**150**	**-**	**-**	**150**	**-**	**-**	**55**
Exceeds Screening Threshold	**No**	**No**	**No**	**No**	**-**	**-**	**No**	**-**	**-**	**No**

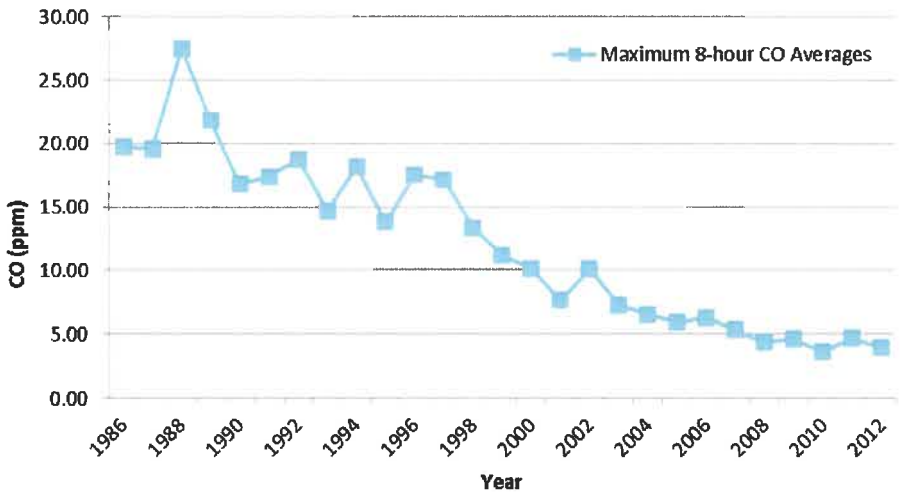
Table 3: Updated Operations to reflect Table 1 and Revised Traffic Study

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	**31.45**	**48.35**	**101.56**	**0.43**	**32.95**	**9.26**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Total with Design Features (Lb/Day)	**31.22**	**49.36**	**94.97**	**0.41**	**32.96**	**9.26**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Table 4: Expected Daily Pollutant Generation as modeled in the original AQ analysis

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	31.24	36.07	100.09	0.38	31.95	8.78
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Winter Scenario						
Total with Design Features (Lb/Day)	30.96	36.92	93.59	0.36	31.95	8.79
Significant?	No	No	No	No	No	No
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

Table 5: SCAB 24-Hour Average Concentration CO Trend



Source: CARB

The most recent year where 8-hour concentration data is available is 2012.

Department of Justice/Attorney General Letter dated February 7, 2020	
Comment	Response
1. The Project is located at the northwest corner of Tom Barns Street and Temescal Canyon Road, at the intersection of a large residential area in Southeastern Corona and the unincorporated community of El Cerrito. There are single-family homes immediately across Liberty Avenue along the northern border of the Project and a sprawling neighborhood on the other side of Interstate 15 to the west. According to 2013 – 2017 data from the American Community Survey, there are at least 775 people living within 1,000 feet of the Project, 55 percent of whom are people of color. There are also sensitive receptors near the Project, including the El Cerrito Outdoor Sports Park 0.3 mile to the north, the El Cerrito Middle School 0.4 mile to the north, and the Gumdrop Kids Daycare 0.9 mile to the southwest. All of these community residents will be exposed to the Project's environmental impacts. The neighborhoods surrounding the Project already face disproportionately high levels of pollution. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the Project's census tract has more pollution than 88 percent of census tracts in California. The census tracts to the north and east of the Project have even greater pollution burdens. Most of the pollution problems in the Project's census tract and the surrounding area are attributable to serious air quality issues in the community—the tracts are in the 93rd – 94th percentile for PM2.5 and the 85th – 91st percentile for ozone. The air pollution in Corona and surrounding areas grows dramatically each year due to the rapid expansion of the logistics industry in the Inland Empire. Over just the past decade, more than 150 million square feet of industrial spaces, which includes mostly warehouses, have been built in this region. These warehouses, and the dozens of approved warehouses that are still under construction, attract diesel trucks and the accompanying air pollution into residential neighborhoods. As a result, the South Coast Air Basin, which contains the Inland Empire and the	1. The AG's comment conclusively (and improperly) presumes that the Project will exacerbate and increase air quality impacts to residents in and around the Project site without reference to, or any acknowledgment of, the actual air quality analysis set forth in the IS/MND or the associated mitigation measures to be implemented as part of the Project that are designed to mitigate, reduce and/or eliminate environmental impacts. The IS/MND fully analyzed the Project's physical impacts on the environment, including health risk impacts. *All* projects, to some extent, exacerbate and increase air quality impacts to residents, given that most project's add mobile source emissions to the environmental baseline. Additionally, the initial air quality assessment dated June 24, 2019, used a total project square footage of 1,124,294 square feet. The CalEEMod output sheets showed 519,665 square feet of warehouse, 456,629 square feet of industrial and 148,000 square feet of office. The project information used in the air quality analysis was taken from the project's traffic analysis dated June 12, 2019. The CalEEMod results were summarized and provided in the IS/MND which showed the project's construction and operation within AQMD thresholds. The project was later revised to a smaller square footage totaling 1,074,771 square feet. The revised square footage was demonstrated in the project's Supplemental Traffic Impact Analysis dated November 20, 2019. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The square footage breakdown in the Supplemental TIA was 174,055 square feet of industrial park, 205,767 of light industrial, 159,744 of manufacturing and 535,205 square feet of warehouse. The CalEEMod has since been updated to reflect the above square footages and additionally included the parking lot covering 2,247 parking spaces. The revised air quality analysis continued to show the project within the emission thresholds established by AQMD. A summary of the results is provided in Tables 1-4 on pages

Project site, is designated as a non-attainment area for ozone and PM2.5 by the EPA and as a non-attainment area for ozone, PM10, and PM2.5 by CARB. The Project will add even more air pollution to this highly burdened area.	7 and 8 of these responses, and in the updated CalEEMod sheets provided as Attachment B. The project continues to have a less than significant impact in air quality emissions. This latest information will be updated in the Final MND.
2. The project description in insufficient. The CEQA Guidelines require an initial study to describe the project. Project descriptions should contain all details that are essential components of a project since an "accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity." In this case, the MND's project description does not adequately describe the Project because it omits key details that are essential for accurately assessing the Project's environmental impacts. First, even though the Traffic Impact Analysis for the Project states that the Project will include a "high-cube warehouse use area," the MND's project description does not describe the Project's warehouse facilities with any specificity, including how much square footage can accommodate high-cube warehouse activities or which types of activities will occur in the Project's warehouses. These details are important since high-cube warehouses generate significantly more truck traffic, noise, and air quality impacts than other types of warehouses, and the scope of impacts vary depending on the type of operations that occur at the warehouses. According to the Institute of Transportation Engineers, a high-cube warehouse typically has at least 200,000 square feet of floor space and can serve as a fulfillment center, parcel hub, cold storage facility, transload facility, or a short-term storage building. Since the Project includes at least two large buildings that could be used as high-cube warehouses, the project description should clearly state whether these buildings, or any other buildings at the Project, will be equipped as high-cube warehouses, how much space will be used for high-cube warehouse activities, and the types of operations that will occur in these areas.	2. The IS/MND contains adequate project information. The AG's comment that the project description contained in the IS/MND omits several key details and was therefore prepared in violation of CEQA fails to account for the CEQA Guidelines, which specifically describe the required contents of an Initial Study/Mitigated Negative Declaration. CEQA Guidelines section 15063 (d) states that an Initial Study/Mitigated Negative Declaration shall contain in brief form: (1) A description of the project, including the location of the project; (2) An identification of the environmental setting; (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found; (4) A discussion of ways to mitigate any significant effects identified; (5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls; (6) The name of the person or persons who prepared or participated in the Initial Study. The Latitude Business Park IS/MND provides the above information in brief form as required by CEQA Guidelines § 15063 (d). The Project information provided in the IS/MND describes the scope of the Project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate

Second, the Project's Noise Study briefly states that trucks utilizing the Project's parking spaces and loading docks will "consist of regular trucks and refrigerated trucks," but the MND fails to include any discussion of whether the Project will have cold storage facilities.[11] If the Project's buildings have cold storage, the Project's environmental impacts could be dramatically greater since refrigerated trucks produce substantially more air pollution and greenhouse gas emissions than trucks that visit standard storage facilities. As explained by CARB: Transport Refrigeration Units (TRUs) are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines congregate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby. This critical detail should be disclosed in the MND. Third, the MND's project description fails to describe how many parking spaces will be provided for vehicles other than trucks. This is an important aspect of the Project considering its large size, and is information that is necessary to accurately assess traffic, noise, and air quality impacts. Without this information, there is no way to correctly determine how many passenger cars will visit the Project site, which is critical to accurately assessing the Project's environmental impacts. Therefore, the project description should fully disclose the planned parking spaces for the Project.	and provides the reader an understanding of the Project being discussed in the IS/MND. Additionally, the technical studies were also cited throughout the document based on the Project. The technical studies were made available to the public on the City's website and were placed in the same location where the IS/MND was made available. Therefore, the public has access to the information being referenced in the IS/MND and there is no grounds for finding the IS/MND's Project Description insufficient or inadequate in any way. The project site is a vacant former surface mine that produced sand until it closed in 1997. The project site is located in the El Cerrito Specific Plan, which designates the site as LI (Light Industrial). The property is also within the City's light industrial General Plan designation. The proposed site plan arranges 15 buildings, ranging in size from 18,234 to 253,799 square feet, on the site. The project description also mentions the amount of building square footage for industrial park, light industrial and warehouse. Many of the uses that the AG's office and others request analysis of are not proposed. Under the AG's theory, a residential developer proposing a medium-density development would need to analyze a high-density development even if not proposed. Also, as a condition of approval for the project for Precise Plan 2019-0001 (PP2019-0001) *the city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act.*
3. The purpose of CEQA is to ensure that a lead agency fully evaluates, discloses, and, whenever feasible, mitigates a project's significant environmental effects. To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about a project's potential impacts. If a lead agency fails	3. The AQ's letter incorrectly suggests that the Air Quality analysis uses outdated models. The report was written in June of 2019 and used the latest model at that time. The recommended and approved air quality model is CalEEMod 2016.3.2. and has EMFAC 2014 built into it. At the time of the report being prepared, EMFAC 2014 was the approved model.

to analyze a certain aspect of a project's potential environmental impact, a court may conclude that the limited facts in the record support a fair argument that the project may have a significant environmental impact. CEQA's requirements for full disclosure are not satisfied if an environmental impacts analysis uses outdated models and inaccurate information, as the Project's Air Quality Assessment did here. First, the MND's Air Quality Assessment uses CARB's outdated 2014 Emission Factors Model (EMFAC2014) to calculate air emissions from mobile sources instead of the current model (EMFAC2017). This difference is significant since EMFAC2017 uses the latest scientific data available to evaluate environmental impacts. For example, the new model includes higher NOx emissions, PM emissions, and idling emissions rate for heavy-duty trucks. Considering the serious air quality problems already present in the communities surrounding the Project, it is essential for the MND to provide accurate estimates of how the Project will contribute to air pollution. Corona should use the current EMFAC2017 model to assess the Project's mobile source emissions.	The EMFAC 2017 was adopted a few months after the report was written but this model still hasn't been incorporated into CalEEMod 2016.3.2. CalEEMod 2016.3.2 is expected to be updated in the future but the exact date has not been disclosed by SCAQMD. Also, the comment letter provided by SCAQMD did not indicate that the city used an outdated CalEEMod for the project. Therefore, the modeling used for this project is still sufficient for the city to use for CEQA.
4. In addition, the Air Quality Assessment uses only three land use designations to analyze emissions—office park, industrial park, and unrefrigerated warehouse—even though the MND states the Project will host additional land uses that typically have serious environmental impacts. As previously discussed, the MND's Traffic Impact Analysis states that the Project will include a high-cube warehouse area, but the Air Quality Assessment fails to analyze the environmental impacts from this particular land use type. Similarly, the MND's Noise Study indicates that refrigerated trucks will visit the Project, but the Air Quality Assessment fails to analyze the impacts from using the Project for cold storage or the associated refrigerated trucks that will visit the Project. The MND also claims that the Project	4. The initial air quality assessment dated June 24, 2019, used a total project square footage of 1,124,294 square feet. The CalEEMod output sheets showed 519,665 square feet of warehouse (unrefrigerated space), 456,629 square feet of industrial and 148,000 square feet of office. The project information used in the air quality analysis was taken from the project's traffic analysis dated June 12, 2019. The CalEEMod analysis utilized the Industrial Park land use which is a more conservative options since energy usage in an industrial park is higher than manufacturing, and water and solid waste is the same intensity with respect to water and solid waste usage. Therefore, the analysis would adequately represent the proposed project. Data verification for each use can be identified within Appendix D of the CalEEMod User Guide provided by South Coast,

will include 159,744 square feet of manufacturing activities, but this land use is similarly ignored in the Air Quality Assessment. Corona should revise its Air Quality Assessment to include an accurate and complete assessment of emissions from all of the Project's operations.	comparing manufacturing with industrial park. http://www.aqmd.gov/caleemod/user's-guide. Therefore, the CalEEMod results summarized and provided in the IS/MND showed the project's construction and operation within AQMD thresholds. The project was later revised to a smaller square footage totaling 1,074,771 square feet. The revised square footage was demonstrated in the project's Supplemental Traffic Impact Analysis dated November 20, 2019. This resulted in a redistribution of the industrial park, manufacturing and warehouse square footages. The square footage breakdown in the Supplemental TIA was 174,055 square feet of industrial park, 205,767 of light industrial, 159,744 of manufacturing and 535,205 square feet of warehouse. The CalEEMod has since been updated to reflect the above square footages and additionally included the parking lot covering 2,247 parking spaces. The revised air quality analysis continued to show the project within the emission thresholds established by AQMD. A summary of the results is provided in Tables 1-4 on pages 8 and 9 of these responses, and in the updated CalEEMod sheets provided as Attachment B. The project continues to have a less than significant impact in air quality emissions. This latest information will be updated in the Final MND.
5. Further, to estimate emissions from mobile sources, the Air Quality Assessment applies the same length of vehicle miles traveled for each analyzed land use type—only 9.37 miles. It is unclear what this mileage is based on, since it is unlikely that vehicles visiting the Project's very different land uses—warehouses, manufacturing buildings, industrial facilities, and offices —will all travel this identical and relatively short distance. The Project includes industrial, warehouse, and manufacturing uses, where heavy-duty trucks will be hauling consumer goods from the Project site to destinations all over California and potentially out of the State. Most of these destinations are much farther than 9.37 miles from the Project, including the Port	5. The CalEEMod file was updated to reflect the yearly VMT that was estimated by FEHR & PEERs. See Page 19 of the AQ report. Based on Response 1, the VMT went from 14,076,400 to 10,802,025. The new model prepared uses the 10.8M VMT assumption. The model was adjusted so that all emissions would occur during the weekdays only which pushed the miles per trip to 19.02 miles. With the updated VMT, the project is still within allowable thresholds established by AQMD. The updated tables are shown as Tables 1-4 on pages 7 and 8 of these responses, and are verified by the updated CalEEMod dated February 13, 2020 (Attachment B). The project

of Long Beach (approximately 35 miles to the west) and the San Bernardino International Airport (approximately 25 miles to the northeast). Considering the distances frequently traveled by trucks serving the logistics industry, the South Coast Air Quality Management District (SCAQMD) recommends that lead agencies use a default truck trip length of 40 miles one-way for air quality assessments. Some lead agencies calculate the appropriate truck trip length by averaging the distances between a project and the edge of the air basin in several directions. Even the California Emissions Estimator Model's (CalEEMod) default trip length for passenger cars is higher than the trip length for the Project—16.6 miles each way, although the SCAQMD often states in its comment letters that this length is not appropriate for industrial and warehouse projects. Regardless of which method is chosen, the MND should calculate vehicle trip lengths based on the actual likely destinations of trucks and passenger cars visiting the Project and explain the basis for the chosen trip lengths. In its current form, the MND's Air Quality Assessment is defective since it relies on a single, arbitrary trip length to analyze the Project's impacts. Finally, the Air Quality Assessment applies the same vehicle fleet mixture for each land use despite the vast differences between these uses. The most recent version of CalEEMod includes default vehicle fleet mixes that can be modified by the user since it is commonly understood that different types of land uses attract different types of vehicles at different rates. In particular, projects that contain warehouses tend to have far more trucks visiting their facilities than other land uses, so the SCAQMD recommends that lead agencies assume that 40 percent of vehicle trips from warehouses are from trucks. Thus, Corona's failure to analyze the emissions from the mix of vehicles that will visit the Project likely underestimates the emissions the Project will generate and renders the MND flawed.	continues to have a less than significant impact in air quality emissions. This latest information will be updated in the Final MND. Additional responses on air quality emissions is provided in the response letter from the applicant's legal counsel, Gresham Savage, dated February 14, 2020. This letter is included as Attachment A and the response is noted as item 3.

6. The MND fails to include an analysis of cumulative air quality impacts. The CEQA Guidelines mandate all assessments of environmental impacts to include an analysis of cumulative impacts that "take[s] account of the whole action involved." A proper cumulative impacts analysis considers the incremental impact of a project combined with the impacts of past, present, and reasonably foreseeable future projects. The analysis of a project's own impacts is an inquiry that is distinct from considering the project's cumulative impacts. If an initial study finds no significant cumulative impact, it must "[e]xplain[] the reasons for determining that potentially significant effects would not be significant." In this case, the MND fails to include any discussion of cumulative air quality impacts, and the MND's Air Quality Assessment assumes the Project will have no cumulative impacts since it did not find any significant air quality impacts from the Project itself. This conclusory assertion ignores CEQA's requirements for cumulative impacts assessments. Further, given the Project's location in a community that already suffers from serious air pollution concerns, it is essential that the MND includes a proper cumulative impacts analysis. Even if the Project's air quality impacts may not be significant in isolation, they become more concerning when combined with the pollution produced by other nearby warehouses and industrial sites. This failure to analyze cumulative impacts renders the MND inadequate and unlawful.	6. CEQA Guidelines § 15064(h)(3) states a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program (*example: water quality control plan, air quality plan, integrated waste management plan*). As identified in the IS/MND and in the updated CalEEMod dated February 13, 2020, the project's emissions would be less than SCAQMD's CEQA significance thresholds. Also, the project was required to use Tier 4 diesel construction equipment during construction. In response to the comments from SCAQMD, the Final MND will also provide additional discussion on the project's compliance with Rule 403(e). Those recommendations are in SCAQMD response 9. Therefore, the project's contribution to cumulative impacts would be less than significant.
7. The MND fails to analyze the project's consistency with Corona's General Plan. The CEQA Guidelines require an initial study to examine whether a project "would be consistent with existing zoning, plans, and other applicable land use controls. Despite this requirement, the MND quickly concludes that the Project does not conflict with Corona's General Plan since the Project site does not have to be rezoned from light industrial use. The MND does not analyze whether the Project will conflict with any policies in Corona's General Plan, including several policies that will apply to the Project:	7. The AG states the IS/MND fails to adequately analyze the Project's consistency with certain adopted and un-adopted policies of the General Plan. "State law does not require perfect conformity between a proposed project and the applicable general plan" because "it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan." (*Pfeiffer v. City of Sunnyvale City Council* (2011) 200 Cal.App.4th 1552, 1563.) "A project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct

Policy 1.8.12: Requires "nonresidential uses be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units"; Policy 1.12.8: Requires new industrial properties to "be compatible with adjoining uses in consideration of the following principles: … Location of driveways to minimize conflicts with adjoining uses," and "[m]itigation of noise, odor, lighting"; and Policy 1.12.11: Requires "heavy truck and vehicle access in industrial areas be managed to ensure that it is safe and efficient and minimizes noise, odor, vibration, and safety impacts on adjoining uses." Corona also has new proposed policies in its Draft 2040 General Plan Update that, if adopted, will apply to the Project. Pursuant to SB 1000's requirements, the General Plan Update includes several policies designed to reduce impacts in environmental justice communities: Policy HC-2.1: Requires proposals for new industrial uses to "incorporate the adequate use of setbacks, barriers, landscaping, or other design measures as necessary to minimize air quality impacts and achieve appropriate health standards"; and Policy HC-2.2: "Designate and maintain truck routes that … avoid[] residential areas, schools, or other sensitive land uses so as to minimize exposure to the noise, air pollution, and vibration associated with trucks." Since the MND fails to discuss the Project's consistency with the policies contained in Corona's General Plan, the MND's assessment of land use impacts is flawed.	their attainment." (*Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 238, citing *Sequoyah Hills Homeowners Ass'n v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) To be consistent, a project must simply be "compatible" with the objectives, policies, general land uses and programs specified. (*Sequoyah Hills, supra*, 23 Cal.App.4th at pp. 717–718; *Families Unafraid to Uphold Rural etc. v. County v. Board of Supervisors (*"FUTURE") (1998) 62 Cal.App.4th 1332, 1336.) The IS/MND clearly indicated the project site is zoned and has a General Plan designation of Light Industrial, which was established in city's 2004 General Plan Update. Additionally, the transportation/traffic discussion (item f) in the IS/MND indicates that all project traffic and access will come from Tom Barnes Road and not from the streets (Liberty/La Gloria Avenue) shared with the residential properties to the north. The aesthetics discussion in the IS/MND also describes the grade difference between the project site and the adjacent residents to the north with the project site being an average of 47 feet lower. Cross sections were also provided showing the extensive landscape buffer between the project site and the residents as well as a conceptual landscape plan. This discussion further proves the project's compliance with certain General Plan policies. As set forth in the findings of project approval prepared in the staff report for the project (PP2019-0001), the Project is consistent with and will further the Light Industrial land use designation of the General Plan because this land use is intended to accommodate uses similar to those proposed for the Project, including low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks. Further, findings are included showing the Project's consistency with General Plan Policy Nos. 1.4.3, 1.12.1, 1.12.3, 1.12.6, 1.12.8, 1.12.11, 10.3.2, 10.4.4, 10.5.1, and 10.5.3. There is no requirement that the Project analyze or ensure compatibility with the Policies outlined in the AG's February 7, 2020, letter, including those policies that are yet to be adopted or implemented by the City as part of its 2040 General Plan Update.

8. CEQA requires a lead agency to adopt all feasible mitigation measures that minimize the significant environmental impacts of a project.[35] An MND's mitigation measures must be specific, binding, and enforceable through permit conditions, agreements, or other legally binding instruments. In this case, the Project's MND lists potential significant impacts to air quality, noise, geology, transportation/traffic, and biological resources, but finds that a handful of mitigation measures will make those impacts less than significant. The mitigation measures proposed by the MND are insufficient to protect the community from significant environmental impacts, especially given the Project's close proximity to residents and other sensitive receptors. For example, the MND checklist states that the Project may "[e]xpose sensitive receptors to pollutants," but the MND only includes one mitigation measure to address this potentially significant impact: "The project shall use Tier 4 diesel construction equipment during project construction. The project's grading plans shall clearly note the use of this equipment." This measure is a good way to reduce construction impacts, but is not the only method that should be used to lower the Project's air quality impacts during construction. Further, the MND fails to include any mitigation measures that address air quality impacts from the Project's operations. We urge Corona to consider adopting additional specific, binding, and enforceable mitigation measures to address the Project's air quality impacts from its construction and operation. Please see Attachment A for a list of air quality, noise, and traffic measures that would further mitigate the Project's impacts on the surrounding communities. These measures have been adopted in comparable or smaller projects, indicating that they are feasible.	8. CEQA does not require the consideration of mitigation measures for insignificant impacts." (*Santa Clarita Org. for Planning the Env't v. City of Santa Clarita* (2011) 197 Cal. App. 4th 1042, 1058. A lead agency need only adopt mitigation measures to ensure the project has a less than significant impact. The Final MND will include discussion regarding Rule 403(e) and mitigation to ensure compliance. For example: The project shall implement methods to reduce particulate emission from paved and unpaved roads, parking lots, and road and building construction, as required by the Southern California Air Quality Management District. These methods include but are not limited to: • Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction. • Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes. • Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low emission diesel construction equipment to the extent that the equipment is readily available and cost effective. • Using the electricity infrastructure surrounding construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development. • Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).

	• Replacing ground cover in disturbed areas as quickly as possible. • Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content. • Watering active grading sites at least twice daily. • Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. • Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials. • Sweeping streets adjacent to construction sites at the end of the day. • Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads. The above methods shall be noted on the project's approved grading plans, and the developer shall provide the city's public works inspector a construction maintenance plan based on the methods described above at the time of the project's pre-construction meeting between the city and developer.
9. CEQA requires a lead agency to consult with responsible and trustee agencies that have jurisdiction over resources impacted by a proposed project prior to adopting an MND.[38] Despite this requirement, the Project's MND states that Corona distributed the MND to statewide agencies via the State Clearinghouse.[39] This limited consultation	9. Contrary to the AG's letter, the South Coast Air Quality Management District ("**SCAQMD**") provided comments on the IS/MND dated February 7, 2020, that will be included as part of the public record and incorporated into the IS/MND. The SCAQMD does not qualify as a Responsible Agency under CEQA for the Project and therefore there was

resulted in Corona failing to notify the SCAQMD—the regional agency with jurisdiction over the air basin where the Project is located—of the Project and its potential impacts. Therefore, Corona did not comply with CEQA's consultation requirements for this Project.	no greater obligation for the Applicant or City to notify or consult with the SCAQMD regarding the IS/MND prior to its preparation beyond the standard public notice via the State Clearinghouse.
10. One of the "basic purposes of CEQA" is to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities."[40] The threshold for determining whether an environmental impact report (EIR) is required is low – an EIR must be prepared by a lead agency if substantial evidence supports a "fair argument" that that "any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment." Corona must prepare an EIR for the Project since there is substantial evidence supporting a fair argument that the Project will have significant environmental impacts. As discussed above, the Project is a large business park that will consist of over a million square feet of warehouse, manufacturing, and industrial uses that typically have significant environmental impacts. The Project will include 126 spaces for trucks, and generate approximately 4,127 vehicle trips a day in Corona and the surrounding areas. Considering the Project's large scope, mixed industrial uses, and residential location, there is a fair argument that the Project will cause significant environmental impacts. The MND's deficient analysis of direct and cumulative environmental impacts also creates a fair argument that the Project will have impacts that have not be adequately analyzed and disclosed.[42] Therefore, CEQA requires Corona to prepare an EIR that fully analyzes the Project's impacts.	10. Based upon the information and analysis set forth above in these responses to the AG's comments, as well as the information already provided as part of the public record for the Project, the AG has failed to provide substantial evidence supporting a fair argument that the Project will result in significant environmental impacts thereby warranting preparation of an environmental impact report for the Project.

Department of Fish and Wildlife Email dated February 3, 2020 and Letter dated February 7, 2020	
Comment	Response
1. MSCHP Section 6.1.2 Riparian/Riverine and Vernal Pool Resources The "Biological Technical Report and MSHCP Consistency Analysis" and the RCA's JPR [Joint Project Review] Analysis [(JPR) 19-11-05-01] describe the site's vegetation communities as consisting of non-native grassland, with some Riversidian sage scrub along its western border. On the southeastern boundary of the site, Joseph Canyon Wash supports riparian woodland communities. After conducting a Project site visit on January 30, 2020, the Wildlife Agencies identified MSHCP riparian/riverine and vernal pool resources on the Project site that were not included in the JPR and the Biological Technical Report and the MSHCP Consistency Analysis report. The MSHCP riparian/riverine and vernal pool resources discovered at the Project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and central portions of the site. The wetland supports emerging stands of mulefat shrubs (*Baccharis salicifolia*) as well as two stands of cattails (*Typha* species). Furthermore, standing water was observed at multiple locations across the Project site, demonstrating the site's ability to support standing water even 5 weeks after the last major rain event (December 24 - 25, 2019). When the water level rises high enough in the valley bottom area (as well as the southwestern pond), the wetland overflows to Temescal Creek via standpipes on the Project site which lead into culverts directing the overflow to Temescal Creek. Therefore, the Wildlife Agencies do not agree with the JPR's conclusions that (1) MSHCP riparian/riverine and vernal pool (MSHCP Section 6.1.2) resources are limited to the current 1.7-acre linear easement protecting Joseph Canyon Wash, and (2) that all the site's existing	1. The initial study/MND stated the Joint Project Review (JPR) process between the city and RCA would need to be completed prior to the issuance of a grading permit. The JPR was officially completed by RCA on January 3, 2020. However, the results of the project site visit and consultation between the Wildlife Agencies, city staff and the applicant determined the project will require a Determination of Biologically Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies. The Wildlife Agencies are requesting that a condition be added to the project that will require the DBESP to be approved by the Agencies prior to the issuance of a grading permit and that the JPR process be repeated with RCA. The information will be included and discussed in the Final MND and added as mitigation in the Final MND and a condition of approval for the project.

riparian/riverine/vernal pool resources will be avoided by the proposed Project (both within Criteria Cell 2400 and to the west of Criteria Cell 2400). Therefore, to disclose and address Project impacts to MSHCP riparian/riverine resources, the Wildlife Agencies request that the City to condition the Project to prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) for review and approval by the Wildlife Agencies. The DBESP should be prepared to evaluate the Project's proposed impacts on riparian/riverine resources in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to provide biologically equivalent or superior mitigation to offset the impacts.	
2. <u>Riparian/Riverine Delineation</u> As discussed during the site visit, the riparian/riverine assessment previously prepared for the JPR did not adequately represent the extent of the MSHCP riparian/riverine resources on the Project site. As agreed during the site visit, the Applicant will prepare a DBESP for submission to the Wildlife Agencies through the City, including a revised delineation of the site's MSHCP riparian/riverine resources. The revised delineation will include the full extent of riparian/riverine resources discovered on the Project site on January 30, 2020. As agreed during the site visit, a topography map with 1-foot contours should be used to help delineate riparian/riverine resources on the Project site. The revised delineation should include all areas on the site's "valley bottom" area that are at or below the highest mapped elevation of riparian/riverine resources using the topography map with 1-foot contours. The revised delineation should also include the full extent of the ponded area located near the southwest corner of the Project site.	2. Comment noted and will be added as mitigation in the Final MND and a condition of approval requiring a DBESP will be added to project. Mitigation in the Final MND will include: Prior to the issuance of any grading permit the project applicant shall provide to the city written correspondence from the US Fish and Wildlife Service and California Department of Fish and Wildlife confirming that the Determination of Biologically Equivalent or Superior Preservation (DBESP) has been approved or provide written documentation that a DBESP is not needed.

3. MSHCP Reserve Assembly (Section 3) and the Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4) The Wildlife Agencies concur with the RCA's finding that the Project does not conflict with the MSHCP's Reserve Assembly goals. The Wildlife Agencies are concerned about potential land use adjacency impacts, and therefore support the measures identified in the RCA Findings in item "d." (pages 5-7) for the Urban/Wildland Interface Guidelines (Section 6.1.4 of the MSHCP). Please condition the Project to include these measures, specifically those related to avoiding use of invasive species and water quality. As stated in the RCA Findings in item "a.", please condition the Project to require recordation of the deed restriction as a condition of approval.	3. Comment noted and condition of approval will be added to the project.
4. The MND's mitigation measure did not indicate that the project would require notification to CDFW pursuant to Fish and Game Code Section 1602. Additionally, the IS/MND did not include a jurisdictional delineation or the full formal biological assessment for the project site. After conducting a project site visit on January 30, 2020 CDFW identified fish and wildlife resources subject to Fish and Game Code 1600 that were not included in the IS/MND. The fish and wildlife resources subject to Fish and Game Code 1600 at the project site include a seasonal pond near the southwestern boundary of the site, and a seasonally dry valley-bottom claypan wetland occupying much of the eastern and cultural portions of the site. These areas were supported by mulefat shrubs and two stands of cattails....To ensure compliance with Fish and Game Code section 1602, CDFW recommends a new mitigation measure include the text below: Prior to issuance if any grading or construction permit by the city, the applicant shall consult with the CDFW regarding Fish and Game Code section 1602 Streambed Alteration Agreement, the US Army Corps of Engineers regarding Clean Water Act Section 404 Permit and Regional	4. The project's jurisdictional delineation and applicable mitigation, such as the mitigation recommended by CDFW will be included in the Final MND.

Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The project applicant shall be required to obtain the necessary permit or provide written documentation that such permits are not needed. The project shall mitigate impacts to waters of the US and waters of the State, wetlands and riparian habitats, by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Mitigation shall be subject to pre-approval by the Regional Water Quality Control Board, US Army Corps of Engineers and California Department of Fish and Wildlife.	
5. The mitigation strategy should identify the amount (acreage) and type of mitigation and should commensurate with impacts.	5. Comment noted and mitigation will be added to the Final MND based on the information provided in the project's jurisdictional delineation report. Mitigation will include the following: Prior to the issuance of a grading permit, to mitigate for the loss of 0.852 acres [preliminary acreage based on recent mapping] of streambed and wetlands due to project construction, the project applicant shall enter into a Streambed Alteration Agreement, Section 1600, with CDFW to replace affected streambed at a ratio not less than 2:1, as specified by CDFW. Mitigation can be done by preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank.

Letter from Blum Collins, LLP dated February 10, 2020	
Comment	Response
1. The comment deadline was marked on Saturday [February 8, 2020], which makes our comments, provided to you by hand at the hearing on the project, timely.	1. The letter was not provided by hand to the city at the public hearing. The city received the letter on February 14, 2020, by mail.
2. There are single family residences to the north of the project site, but it is not clear that you conducted an operational health risk assessment, and if you did you did not disclose it.	2. See SCAQMD response 6.
3. The project assumes only 4,127 daily trips despite its large size and devotion at least in part to warehouse uses. The traffic study was not supplied. The MND does not provide us with sufficient documentation to conclude that impacts will be less than significant.	3. Page 18 of the IS/MND cited the Traffic Impact Analysis prepared for the project. The documents incorporated by reference in the IS/MND was also provided on pages 51 and 52. The project's traffic analysis along with all the studies cited in the IS/MND were made available to public on the city's website in the same location where the IS/MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.
6. The MND assumes that the narrow area identified as a Conservation Easement as a result of the Crossings project across the street will survive despite the heavily industrial project that will be put adjacent to it. There is no basis for this assumption. The MND does not produce a report of the Burrowing Owl survey that was supposedly done. For that matter, the MND does not produce any additional reports, though many are referred to in the MND itself. This violates CEQA.	6. The project's technical reports cited in the IS/MND were made available to public on the city's website in the same location where the IS/MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.
7. The MND does not openly evaluate the GHG impacts although apparently they were modeled. This violates CEQA, and the project's impacts are likely to be significant.	7. The project's Greenhouse Gas (GHG) modeling was cited on page 45 of the IS/MND. The project's technical reports cited in the IS/MND were made available to public on the city's website in the same location where the IS/MND was located. The city's website address was provided on the Notice of Completion of the MND for Latitude Business Park, which clearly shows where the documents are available for the public to view.

	The impacts from GHG emissions are less than significant.

Attachment A

Response Letter From Gresham Savage dated February 14, 2020.

GRESHAM | SAVAGE
ATTORNEYS AT LAW

Jonathan.Shardlow@GreshamSavage.com · San Bernardino Office
(909) 890-4499 · *fax* (909) 890-9877

February 14, 2020

VIA E-MAIL (Joanne.Coletta@Corona.CA.gov)

Joanne Coletta
Community Development Director
City of Corona
400 South Vicentia Avenue
Corona, CA 92882-2187

Re: Response to State of California Department of Justice Comments on Initial Study/Mitigated Negative Declaration for Latitude Business Park (Agenda Item No. 7 and 8; February 10, 2020, Planning Commission Meeting)

Dear Ms. Colleta:

This firm is land use counsel for Rexco Development ("**Applicant**"), applicant for the proposed Latitude Business Park (Precise Plan 2019-0001) ("**Project**"). The purpose of this letter is to provide an initial response to the February 7, 2020, comments from the State Attorney General's Office ("**AG**") and the SCAQMD regarding the Joint Initial Study and Mitigate Negative Declaration ("**IS/MND**") prepared for the Project in accordance with the California Environmental Quality Act (Pub. Resources Code, §§ 21000, et seq.) ("**CEQA**").

As a threshold matter, we note that CEQA does not require a lead agency for a project, such as the City of Corona ("**City**"), to provide written responses to comments provided on a draft Initial Study/Mitigated Negative Declaration. Specifically, CEQA Guidelines Section 15074 identifies the responsibilities of the Lead Agency when considering the adoption of a Negative Declaration or Mitigated Negative Declaration:

> (a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.

> (b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

Consistent with CEQA requirements, the City of Corona has and will review and consider *all* comments received on the IS/MND, including those submitted by the AG. CEQA does not require the lead agency to prepare a response to public comments received on a Negative Declaration or Mitigated Negative Declaration. Nevertheless, the Applicant has prepared this document to fully disclose the AG's comments received and to provide responses to those comments for the benefit of the public. The Applicant anticipates providing additional comments prior to the City Council hearing.

1. The Project Does Not Improperly Seek to Construct Several Warehouses in a Highly Polluted Community of Color.

The AG's comment conclusively (and improperly) presumes that the Project will exacerbate and increase air quality impacts to residents in and around the Project site without reference to, or any acknowledgment of, the actual air quality analysis set forth in the IS/MND or the associated mitigation measures to be implemented as part of the Project that are designed to mitigate, reduce and/or eliminate environmental impacts.

Regarding the comment that a community of color may be disproportionately impacted by the Project, CEQA does not require an evaluation of environmental justice impacts that are not associated with physical environmental impacts. Rather, CEQA requires EIRs to analyze physical changes to the environment. (CEQA Guidelines, § 15131, subd. (a).) Economic and social effects in themselves do not

constitute significant effects on the environment under CEQA. (*Saltonstall v. City of Sacramento* (2015) 234 Cal.App.4th 549, 585; *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1120–1121.) The IS/MND fully analyzed the Project's physical impacts on the environment, including health risk impacts. *All* projects, to some extent, exacerbate and increase air quality impacts to residents, given that most project's add mobile source emissions to the environmental baseline. CEQA does not prevent the siting of projects in communities of color just as it does not prevent siting of projects in communities of non-color.

2. The IS/MND Contains an Adequate Project Description.

The AG's comment that the Project Description contained in the IS/MND omits several key details and was therefore prepared in violation of CEQA fails to account for the CEQA Guidelines, which specifically describe the required contents of an Initial Study/Mitigated Negative Declaration. CEQA Guidelines section 15063 (d) states that an Initial Study/Mitigated Negative Declaration shall contain in brief form:

> (1) A description of the project, including the location of the project;
>
> (2) An identification of the environmental setting;
>
> (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries are briefly explained to show the evidence supporting the entries. The brief explanation may be through either a narrative or a reference to other information such as attached maps, photographs, or an earlier EIR or Negative Declaration or Mitigated Negative Declaration. A reference to another document should include a citation to the page or pages where the information is found;
>
> (4) A discussion of ways to mitigate any significant effects identified;
>
> (5) An examination of whether the project is consistent with existing zoning and local land use plans and other applicable land use controls;
>
> (6) The name of the person or persons who prepared or participated in the Initial Study.

The Latitude Business Park IS/MND provides the above information in brief form as allowed by CEQA Guidelines § 15063 (d). The Project information provided in the

IS/MND describes the scope of the Project, the total square footage of the buildings planned on the site, and a clear indication of how much building square footage will be used for manufacturing and warehouse. This information is more than adequate and provides the reader an understanding of the Project being discussed in the IS/MND. Additionally, the technical studies were also cited throughout the document based on the Project. The technical studies were made available to the public on the City's website and were placed in the same location where the IS/MND was made available. Therefore, the public has access to the information being referenced in the IS/MND and there is no grounds for finding the IS/MND's Project Description insufficient or inadequate in any way.

The project site is a vacant former surface mine that produced sand until it closed in 1997. The project site is located in the El Cerrito Specific Plan, which designates the site as LI (Light Industrial). The property is also within the City's light industrial General Plan designation. The proposed site plan arranges 15 buildings, ranging in size from 18,234 to 253,799 square feet, on the site. Many of the uses that the AG's office and others request analysis of are not proposed. Under the AG's theory, a residential developer proposing a medium-density development would need to analyze a high-density development even if not proposed.

3. The IS/MND Relies Upon an Air Quality Assessment That Properly Evaluates Environmental Impacts.

PM 10 and PM 2.5 have a threshold of 10.4 μg/m3. The project emissions for PM 10 were found to generate emissions less than 10.4 μg/m3 and Project PM 10 emission are higher than project PM 2.5 emission. Given this, LST impacts from PM 2.5 would also be less than 10.4 μg/m3. LSTs for CO were not calculated because ambient air quality data for CO is no longer monitored due to the low levels within the County of Riverside.

The Project is within the jurisdiction of the SCAQMD. In 1976, California adopted the Lewis Air Quality Management Act which created SCAQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area of which SCAQMD consists is known as the South Coast Air Basin (SCAB). SCAQMD is in charge of creating comprehensive plans and regulatory programs for the region with a goal to ultimately attain federal standards.

SCAQMD rule development and implementation of programs through the 1970s and 1980s resulted in significant improvement in air quality within the SCAB. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state-level by CARB through incorporation of tailpipe emissions standards.

SCAQMD has adopted several Air Quality Management Plans (AQMPs) which represent a regional blueprint for achieving healthful air on behalf of the 16+ million residents of the SCAB. The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs."

Emissions of O_3, NO_x, VOC, and CO have been decreasing in the SCAB since 1975. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy.

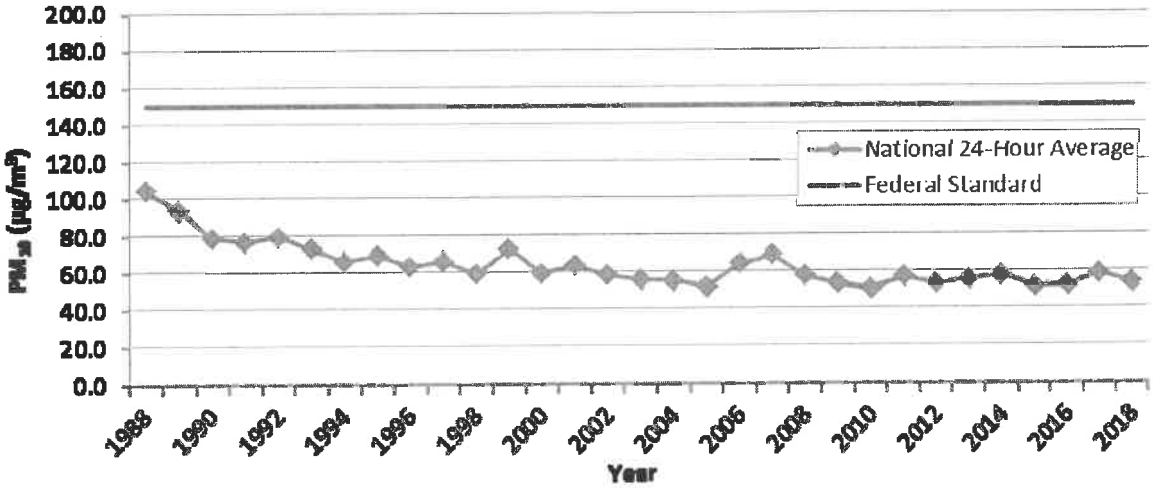
Ozone (O_3) contour maps show that the number of days exceeding the 1-hour NAAQS has decreased between 1997 and 2018. By 2018, there is an overall decrease in exceedance days compared with the 1997 period. As shown, O_3 levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 70's.

Table 1: Trend in 1-Hr Ozone Exceedances

Source: SCAQMD: http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historic-ozone-air-quality-trends

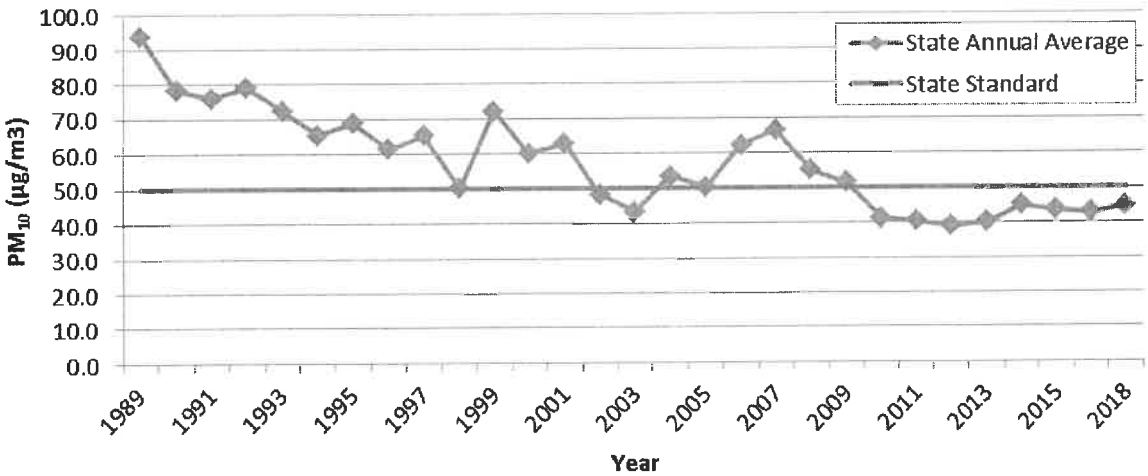
The overall trends of PM_{10} and $PM_{2.5}$ concentration levels in the air also show an overall improvement since 1988. As with other pollutants, the most recent PM_{10} statistics show an overall improvement as illustrated in Tables 2 and 3. During the period for which data are available, the 24-hour national annual average concentration for PM_{10} decreased by approximately 48 percent, from 103.7 $\mu g/m^3$ in 1988 to 53.5 $\mu g/m^3$ in 2018. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations will exceed the threshold. The 24-hour state annual average for emissions for PM_{10}, have decreased by approximately 53 percent since 1988. Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop.

Table 2: SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)[1]



Source: CARB

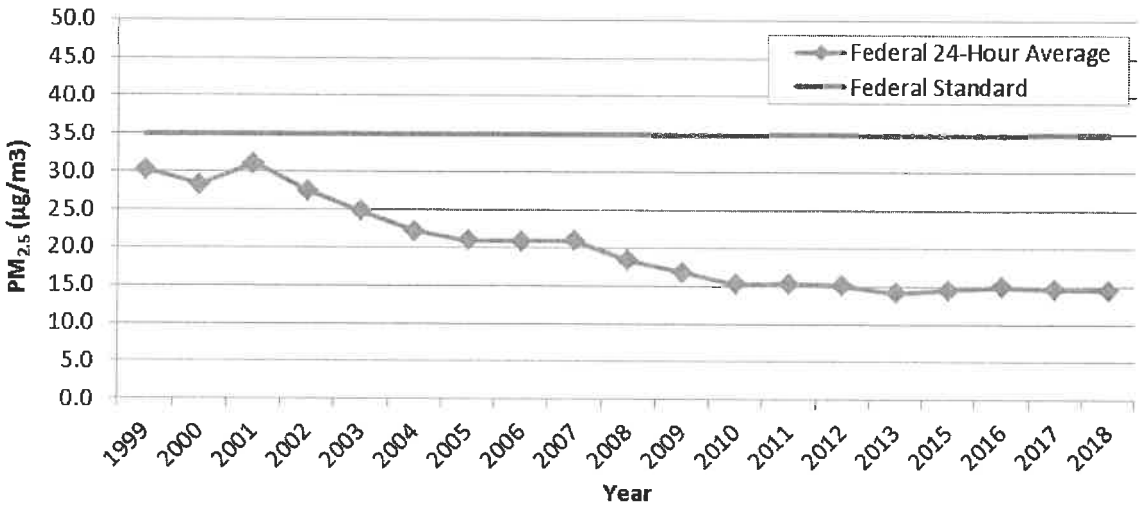
Table 3: SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)[1]



Source: CARB

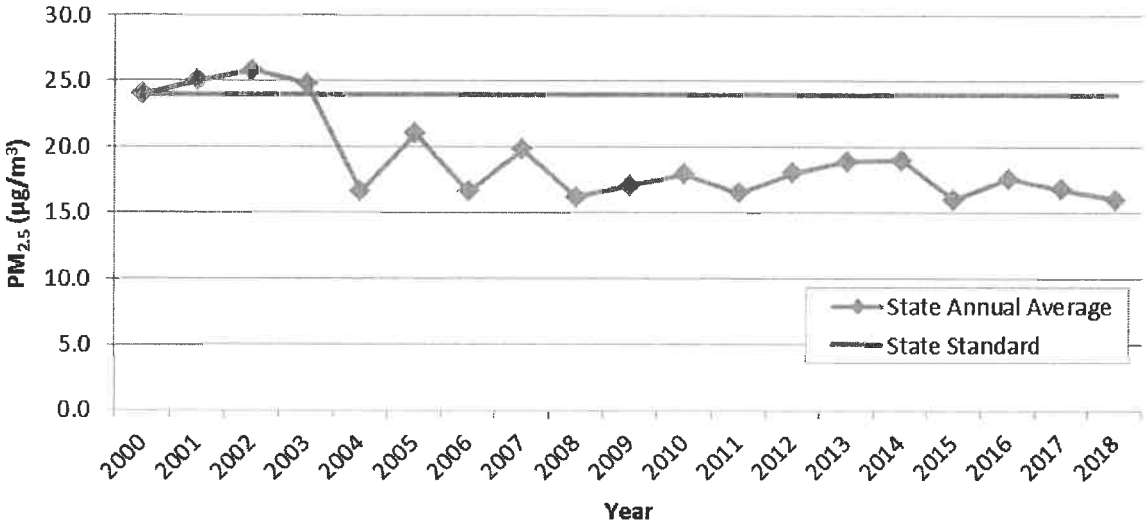
Tables 4 and 5 shows the most recent 24-hour average $PM_{2.5}$ concentrations in the SCAB from 1999 through 2018. Overall, the national and state annual average concentrations have decreased by almost 52 percent and 33 percent respectively (4). It should be noted that the SCAB is currently designated as nonattainment for the state and federal $PM_{2.5}$ standards.

Table 4: SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)[1]



Source: CARB

Table 5: SCAB Annual Average Concentration $PM_{2.5}$ Trend (Based on State Standard)[1]

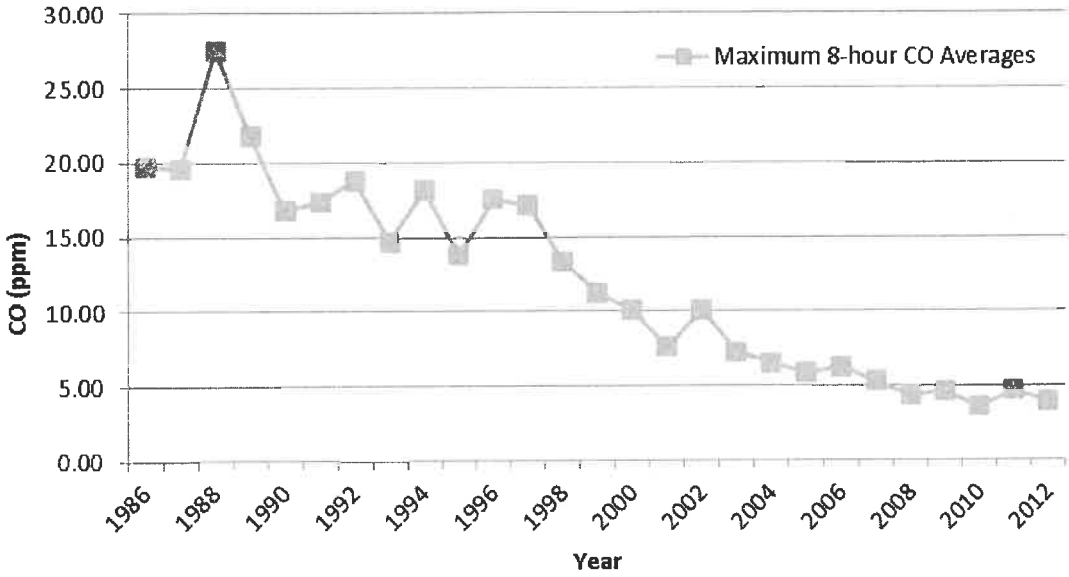

30.0
25.0
20.0
15.0
10.0
5.0
0.0
PM2.5 (µg/m3)
State Annual Average
State Standard
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
Year

Source: CARB

In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

The most recent CO concentrations in the SCAB are shown in Table 2-6. CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80 percent in the peak 8-hour concentration since 1986. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

Table 6: SCAB 24-Hour Average Concentration CO Trend[1]

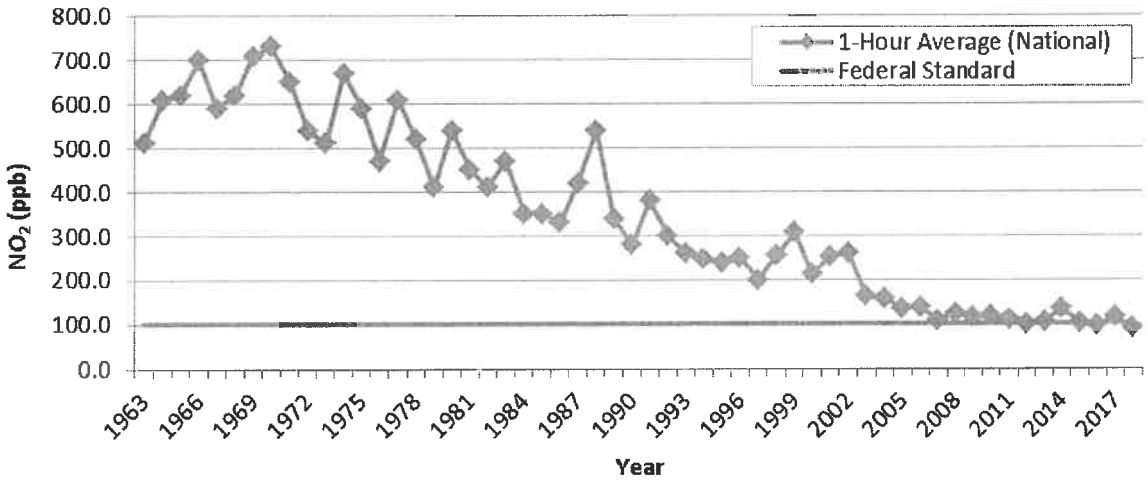


Source: CARB

[1] The most recent year where 8-hour concentration data is available is 2012.

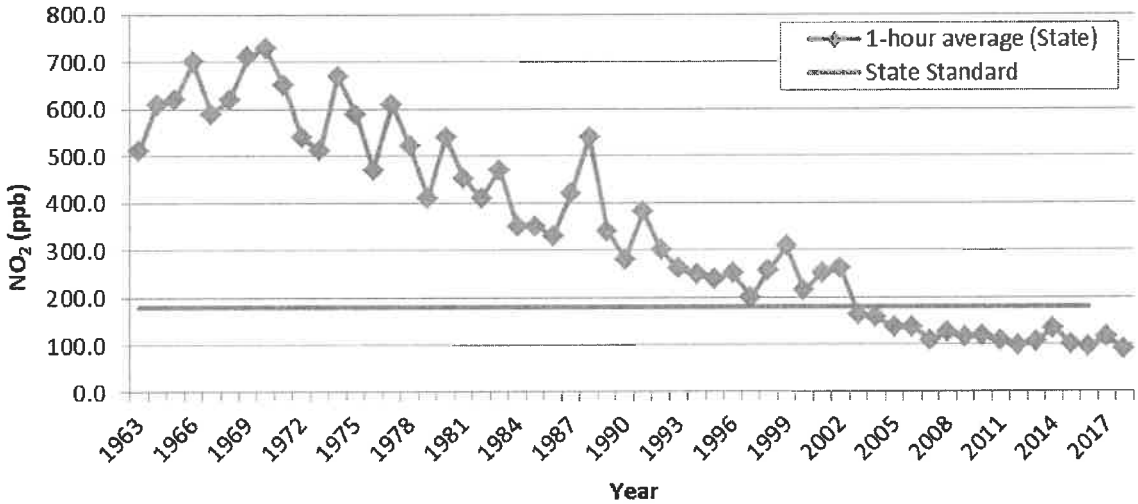
The most recent NO_2 data for the SCAB is shown in Tables 7 and 8. Over the last 50 years, NO2 values have decreased significantly; the peak 1-hour national and state averages for 2018 is approximately 82 percent lower than what it was during 1963.

Table 7: SCAB 1-Hour Average Concentration NO2 Trend (Based on Federal Standard)



Source: CARB

Table 8: SCAB 1-Hour Average Concentration NO2 Trend (Based on State Standard)



Source: CARB

The American Lung Association website includes data collected from state air quality monitors that are used to compile an annual State of the Air Report. ***The latest State of the Air Report compiled for the SCAB was in 2018*** (7). ***As noted, air quality in the SCAB has significantly improved in terms of both pollution levels and high pollution days over the past three decades. The area's average number of high O_3 days dropped***

from 230 days in the initial 2000 State of the Air report (1996–1998) to 146 days in the 2018 report. The region has also seen dramatic reduction in particle pollution since the initial 2000 State of the Air report.

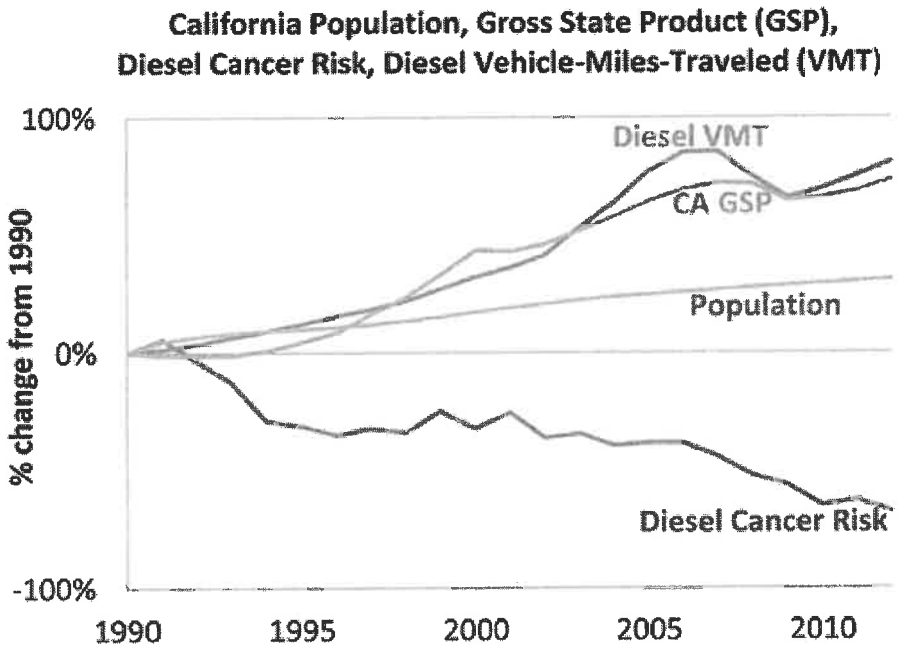
Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70 percent of the cancer risk.

In 2008 the SCAQMD prepared an update to the MATES-II study, referred to as MATES-III. MATES-III estimates the average excess cancer risk level from exposure to TACs is an approximately 17% decrease in comparison to the MATES-II study.

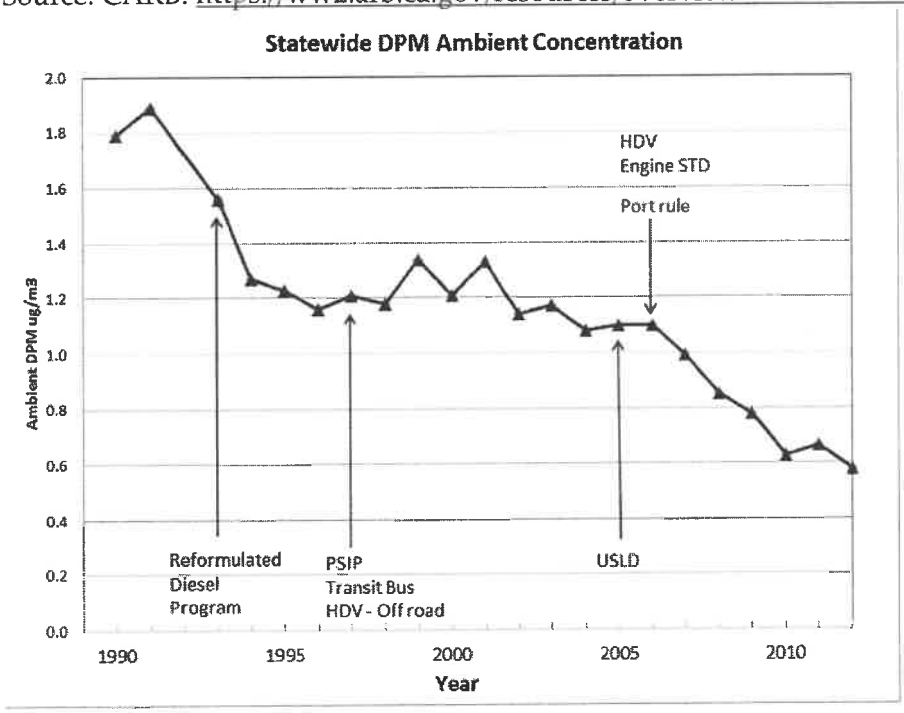
In 2015, the SCAQMD published an in-depth analysis of the toxic air contaminants and the resulting health risks for all of Southern California. The *Multiple Air Toxics Exposure Study in the SCAB, MATES IV,"* which shows that cancer risk has decreased by 57% since MATES III (2005).

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% from 2000 to 2010, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown below. With the implementation of statewide diesel-related control regulations, CARB expects a DPM decline of 85% by 2020.

Diesel Particulate Matter and Diesel Vehicle Miles Trend



Source: CARB: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health



Source: CARB: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health

The CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" (CTP) require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements. Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to the aforementioned regulatory requirements.

The project is designed for unrefrigerated warehouse space. Tenant improvements to add refrigeration is not something the developer is prepared to do. Given this, the analysis with unrefrigerated warehouses is accurate and would not require modification to conclude less than significant air quality impacts. Trip Generation numbers used within the AQ study would only marginally change to reflect minor changes to the project traffic study. These marginal adjustments wouldn't significantly alter the findings of the AQ analysis.

The CalEEMod file was updated to reflect the yearly VMT that was estimated by FEHR PEER. The Total VMT was divided by the number of daily trips over a 260 weekday year which is typical for a project such as this. See Page 19 of the AQ report. The average worked out to 9.37 miles per trip.

The Fleet mix used within the analysis was based on CalEEMod defaults. Between the HHD and MHD trucks its roughly 5.3%. Based on the traffic study there are 3,585 trips… Given this CalEEMod would have estimated trucks at 190 or so. The TS shows roughly 225. This would raise emissions but only slightly. The emissions in the AQ analysis were well below the thresholds and the emissions from shifting the fleet to have 35 more trucks and 35 fewer cars would only marginally increase emissions and would not generate AQ impacts.

Operational Health Risk impacts for projects similar to this project had health risk analysis prepared for larger projects than proposed with more trucks. The findings of these analysis emphasized posting signs to reduce idling trucks. The proposed project can also post signs to limit idling to less than 5 minutes.

The 1,000 foot buffer distance recommendation is borne out of the California Air Resources Board's 2005 publication titled: Air Quality Land Use Handbook: A Community Health Perspective. It is important to note that this document is more than 14 years old and as previously noted tailpipe emissions, specifically related to diesel exhaust have improved and are expected to continue to improve. Moreover, CARB's 2005 Handbook explicitly states (see Page 5):

- To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in.
- These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists."

As such, the City's current policy of rigorous CEQA enforcement already responsive to the intent of the setback recommendation in that site-specific analysis is required to determine the actual impacts resulting from an individual project. Lastly, current regulations in place require that by 2023, all trucks will have to be compliant with the 2010 emissions standards which generally reduce the emissions compared to non-2010 fleets by approximately 50 percent for emissions of NOx and 31 percent for emissions of PM10 (source: EMFAC2017).

Notably, per SCAQMD, "[t]he Lead Agency found that construction activities would not result in significant localized air quality impacts for NOx and PM10. Additionally, the Lead Agency performed a construction health risk assessment (HRA) analysis and found that construction of the Proposed Project would result in an excess inhalation cancer risk of 7.24 in one million for 70-year exposure duration, which would not exceed South Coast AQMD's CEQA significance threshold of 10 in one million for cancer risk.

4. The IS/MND Properly Analyzes the Project's Consistency with the City's General Plan.

The AG states the IS/MND fails to adequately analyze the Project's consistency with certain adopted and un-adopted policies of the General Plan. "State law does not require perfect conformity between a proposed project and the applicable general plan" because "it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan." (*Pfeiffer v. City*

of Sunnyvale City Council (2011) 200 Cal.App.4th 1552, 1563.) "A project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 238, citing *Sequoyah Hills Homeowners Ass'n v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.) To be consistent, a project must simply be "compatible" with the objectives, policies, general land uses and programs specified. (*Sequoyah Hills, supra,* 23 Cal.App.4th at pp. 717–718; *Families Unafraid to Uphold Rural etc. v. County v. Board of Supervisors* ("FUTURE") (1998) 62 Cal.App.4th 1332, 1336.)

The City determined that the Project is consistent with and will further the Light Industrial land use designation of the General Plan because this land use is intended to accommodate uses similar to those proposed for the Project, including low polluting types of manufacturing operations, research and development, e-commerce, wholesale activities, distribution facilities, and campus-style industrial and business parks. Further, the City has made specific findings of the Project's consistency with General Plan Policy Nos. 1.4.3, 1.12.1, 1.12.3, 1.12.6, 1.12.8, 1.12.11, 10.3.2, 10.4.4, 10.5.1, and 10.5.3. There is no requirement that the Project analyze or ensure compatibility with the Policies outlined in the AG's February 7, 2020, letter, including those policies that are yet to be adopted or implemented by the City as part of its 2040 General Plan Update.

It should be noted that the site has long been utilized for industrial purposes (mining & heavy manufacturing) since 1956 and the long-term industrial use of the subject site precedes most of the residential use in the surrounding area (See Exhibit A).

5. The IS/MND Incorporates All Feasible Mitigation Measures.

CEQA does not require the consideration of mitigation measures for insignificant impacts." (*Santa Clarita Org. for Planning the Env't v. City of Santa Clarita* (2011) 197 Cal. App. 4th 1042, 1058. A lead agency need only adopt mitigation measures to ensure the project has a less than significant impact.

6. The City Consulted with Trustee and Responsible Agencies.

Contrary to the AG's letter, the South Coast Air Quality Management District ("**SCAQMD**") provided comments on the IS/MND dated February 7, 2020, that will be included as part of the public record and incorporated into the IS/MND. The SCAQMD does not qualify as a Responsible Agency under CEQA for the Project and therefore there was no greater obligation for the Applicant or City to notify or consult with the SCAQMD regarding the IS/MND prior to its preparation beyond the standard public notice via the State Clearinghouse.

7. An EIR Need Not be Prepared for the Project.

Based upon the information and analysis set forth above in these responses to the AG's comments, as well as the information already provided as part of the public record for the Project, the AG has failed to provide substantial evidence supporting a fair argument that the Project will result in significant environmental impacts thereby warranting preparation of an environmental impact report for the Project.

8. The Planning Commission Hearing Need Not be Delayed At Least 30 Days to Allow Sufficient Time for the City to Address the AG's Comments.

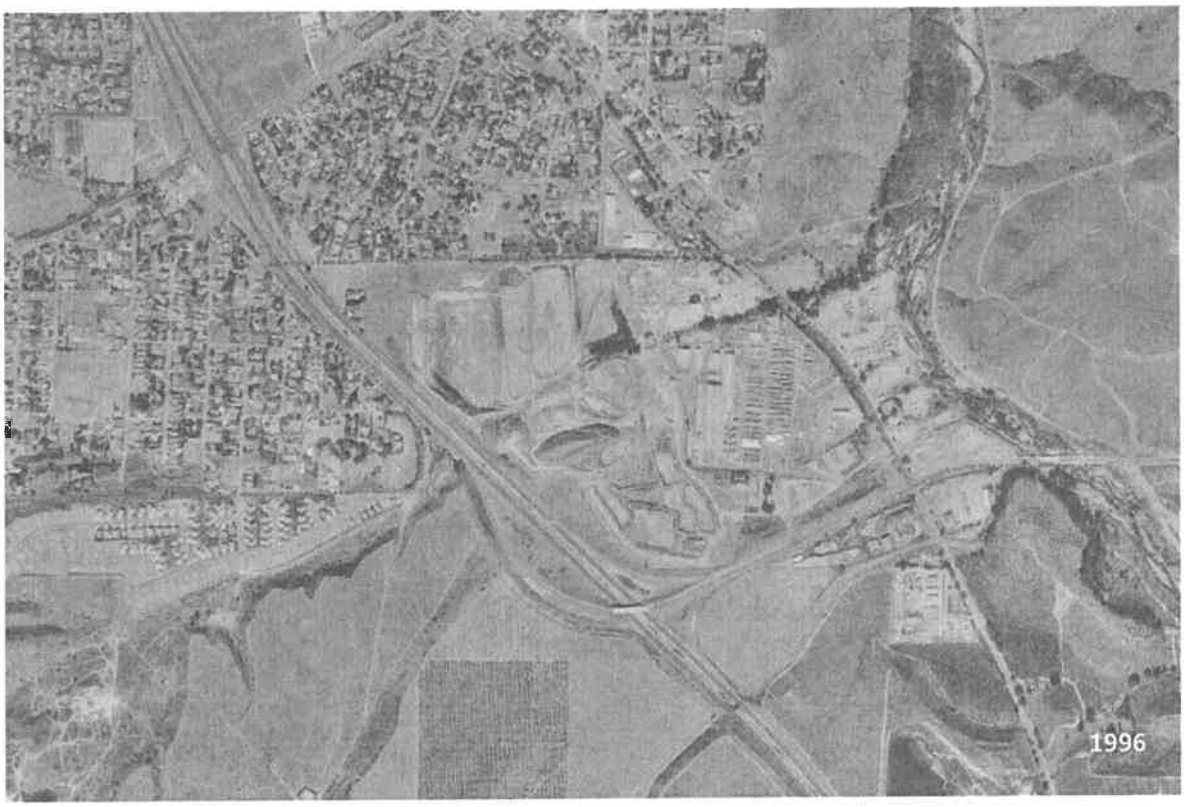
The AG fails to provide any legitimate, substantive basis for continuing the February 10, 2020, Planning Commission hearing to allow additional time for the City to consider and respond to the AG's comments. The responses outlined above, as well as the information already provided as part of the public record for the Project, is sufficient for the Planning Commission to consider the Project, including the IS/MND, and make a recommendation to the City Council regarding its approval. Moreover, the AGs office has the ability to provide further comments in advance of the upcoming City Council Hearing. The AG's office is encouraged to reach out to the Applicant.

Very truly yours,

Jonathan E. Shardlow, Attorney for
GRESHAM SAVAGE
NOLAN & TILDEN,
A Professional Corporation

Exhibit A

Latitude Business Park



Public records indicate the site was utilized for industrial purposes (mining & heavy manufacturing) since 1956. The owner at that time, Gladding, McBean, was considered one of the world's largest ceramic manufacturers. Established in 1875, Gladding, McBean is one of the oldest companies in California. The clay pipe manufacturer is reported to have contributed immeasurably to the state's industrialization.

There are approximately 249 residentially zoned parcels within 1,000' of the Project, 237 of which are improved. According to assessor's records only 18 of these were built before 1956; however, public records indicate all of these residential properties have changed hands since 1956. Since the pipe plant was highly visible, having frontage on Interstate 15, Cajalco Road & Temescal Canyon Road, the industrial nature of the neighborhood to subsequent residents would have been obvious. It is certainly evident by review of historical aerial photos. Given that 209 of these homes were constructed from 1956-1999 (during the mine's operation) it's quite probable that employment in the mining and manufacturing sectors was actually a contributing factor to this residential growth.

Additionally, the Initial Study prepared by the City 10/31/2008 for SPA08-003 states:

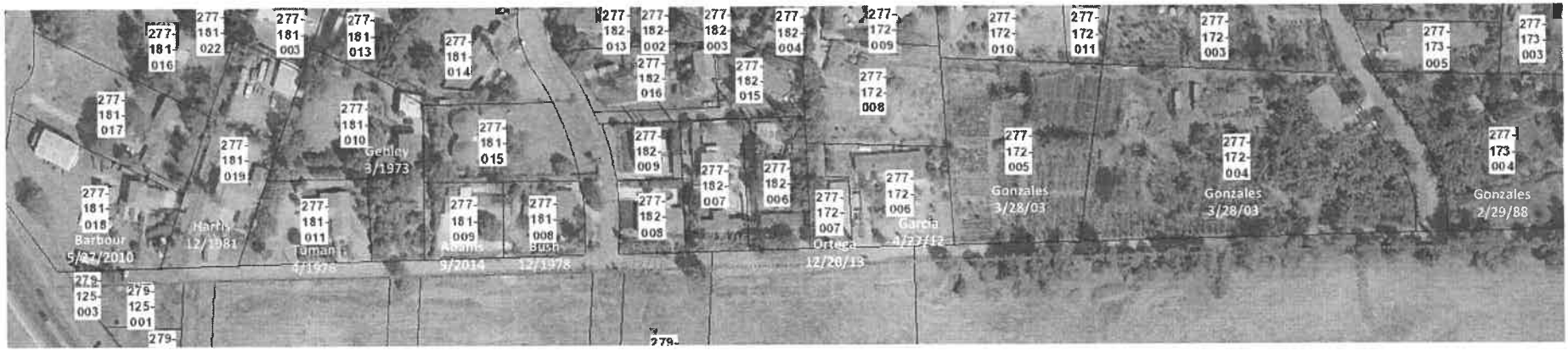
"The project site is highly disturbed as it was a previous mining site as has been in the reclamation process since 1997. Furthermore, the site is surrounded by roadways to the north and west and developed land to the south with additional lands associated with the reclamation process to the east. Therefore, there is no evidence before the city that the project will have an adverse effect on fish or wildlife resources."

Inspection for completion of reclamation associated with SMP109 occurred on 9/16/2015.

Information from sources believed to be reliable, but not guaranteed.

Latitude Business Park

Information from sources believed to be reliable, but not guaranteed.



Purchased prior to cessation of mining

Purchased prior to completion of reclamation

Purchased subsequent to completion of reclamation

Information from sources considered to be reliable, but not guaranteed. Independent verification is advised.

Attachment B1

Updated CalEEMod Output Sheets

Winter

February 13, 2020

Latitude Business Park

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
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tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
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tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	42.4368	58.1903	64.6227	0.2172	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9376
2021	41.7069	52.8017	60.5586	0.2131	13.1886	1.2002	14.3887	3.5445	1.1335	4.6780	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**42.4368**	**58.1903**	**64.6227**	**0.2172**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	40.4323	39.6839	65.2354	0.2172	18.2675	0.3005	18.3311	9.9840	0.2864	10.0475	0.0000	22,081.0712	22,081.0712	1.9486	0.0000	22,119.9375
2021	39.9446	36.2062	61.4585	0.2131	13.1886	0.1922	13.3808	3.5445	0.1829	3.7274	0.0000	21,671.3891	21,671.3891	1.4911	0.0000	21,708.6660
Maximum	**40.4323**	**39.6839**	**65.2354**	**0.2172**	**18.2675**	**0.3005**	**18.3311**	**9.9840**	**0.2864**	**10.0475**	**0.0000**	**22,081.0712**	**22,081.0712**	**1.9486**	**0.0000**	**22,119.9375**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.48**	**31.63**	**-1.21**	**0.00**	**0.00**	**85.50**	**9.02**	**0.00**	**85.13**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Total	**31.2240**	**49.3606**	**94.9681**	**0.4109**	**32.3502**	**0.6052**	**32.9554**	**8.6774**	**0.5844**	**9.2618**		**44,215.4219**	**44,215.4219**	**2.0280**	**0.0802**	**44,290.0103**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0600	0.6653	1.9400e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		193.1132	193.1132	5.5600e-003		193.2522
Total	**0.0888**	**0.0600**	**0.6653**	**1.9400e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**193.1132**	**193.1132**	**5.5600e-003**		**193.2522**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0666	0.7392	2.1500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		214.5703	214.5703	6.1800e-003		214.7247
Total	**0.0987**	**0.0666**	**0.7392**	**2.1500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**214.5703**	**214.5703**	**6.1800e-003**		**214.7247**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5544	1.6200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		160.9277	160.9277	4.6300e-003		161.0435
Total	**0.0740**	**0.0500**	**0.5544**	**1.6200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**160.9277**	**160.9277**	**4.6300e-003**		**161.0435**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1213	34.0062	9.1693	0.0802	2.0668	0.1710	2.2378	0.5950	0.1635	0.7585		8,571.6898	8,571.6898	0.6028		8,586.7585
Worker	4.0906	2.7613	30.6384	0.0893	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		8,893.9372	8,893.9372	0.2560		8,900.3371
Total	**5.2119**	**36.7675**	**39.8077**	**0.1695**	**11.3331**	**0.2416**	**11.5747**	**3.0524**	**0.2286**	**3.2811**		**17,465.6269**	**17,465.6269**	**0.8588**		**17,487.0956**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9547	30.8600	8.3491	0.0795	2.0668	0.0651	2.1319	0.5950	0.0623	0.6573		8,506.9732	8,506.9732	0.5779		8,521.4214
Worker	3.8231	2.4852	28.1749	0.0864	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		8,606.2731	8,606.2731	0.2315		8,612.0598
Total	**4.7778**	**33.3451**	**36.5241**	**0.1659**	**11.3331**	**0.1337**	**11.4668**	**3.0524**	**0.1255**	**3.1779**		**17,113.2462**	**17,113.2462**	**0.8094**		**17,133.4812**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8191	0.5529	6.1351	0.0179	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,780.9331	1,780.9331	0.0513		1,782.2147
Total	**0.8191**	**0.5529**	**6.1351**	**0.0179**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,780.9331**	**1,780.9331**	**0.0513**		**1,782.2147**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7655	0.4976	5.6418	0.0173	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,723.3309	1,723.3309	0.0464		1,724.4897
Total	**0.7655**	**0.4976**	**5.6418**	**0.0173**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,723.3309**	**1,723.3309**	**0.0464**		**1,724.4897**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892
Unmitigated	6.3945	45.7137	91.5676	0.3891	32.3502	0.3270	32.6773	8.6774	0.3063	8.9837		39,842.1328	39,842.1328	1.9423		39,890.6892

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
frigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment B2

Updated CalEEMod Output Sheets

Summer

February 13, 2020

Latitude Business Park

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	41.9412	57.9060	67.5091	0.2266	18.2675	2.1990	20.4664	9.9840	2.0230	12.0071	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	41.2365	52.6078	63.2628	0.2221	13.1886	1.1982	14.3867	3.5445	1.1316	4.6761	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**41.9412**	**57.9060**	**67.5091**	**0.2266**	**18.2675**	**2.1990**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	39.9367	39.3996	68.1219	0.2266	18.2675	0.2980	18.3311	9.9840	0.2840	10.0475	0.0000	23,026.8419	23,026.8419	1.9490	0.0000	23,065.2571
2021	39.4742	36.0124	64.1627	0.2221	13.1886	0.1902	13.3788	3.5445	0.1810	3.7255	0.0000	22,593.4729	22,593.4729	1.4729	0.0000	22,630.2966
Maximum	**39.9367**	**39.3996**	**68.1219**	**0.2266**	**18.2675**	**0.2980**	**18.3311**	**9.9840**	**0.2840**	**10.0475**	**0.0000**	**23,026.8419**	**23,026.8419**	**1.9490**	**0.0000**	**23,065.2571**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.53**	**31.76**	**-1.16**	**0.00**	**0.00**	**85.63**	**9.02**	**0.00**	**85.26**	**17.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Energy	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
Mobile	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Total	**31.4450**	**48.3498**	**101.5578**	**0.4301**	**32.3502**	**0.6035**	**32.9537**	**8.6774**	**0.5828**	**9.2602**		**46,144.8938**	**46,144.8938**	**2.0301**	**0.0802**	**46,219.5350**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**18.0663**	**0.0621**	**18.1283**	**9.9307**	**0.0621**	**9.9928**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0807	0.0546	0.7336	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.8905	205.8905	5.9300e-003		206.0389
Total	**0.0807**	**0.0546**	**0.7336**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.8905**	**205.8905**	**5.9300e-003**		**206.0389**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0620		0.1015	0.1015		0.1015	0.1015	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**0.7616**	**3.3000**	**32.9991**	**0.0620**	**8.6733**	**0.1015**	**8.7749**	**3.5965**	**0.1015**	**3.6980**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0897	0.0607	0.8152	2.3000e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5700e-003	0.0609		228.7673	228.7673	6.5900e-003		228.9321
Total	**0.0897**	**0.0607**	**0.8152**	**2.3000e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5700e-003**	**0.0609**		**228.7673**	**228.7673**	**6.5900e-003**		**228.9321**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**4.5006**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	3.1440					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**3.4245**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0673	0.0455	0.6114	1.7200e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1800e-003	0.0456		171.5755	171.5755	4.9400e-003		171.6991
Total	**0.0673**	**0.0455**	**0.6114**	**1.7200e-003**	**0.1677**	**1.2800e-003**	**0.1689**	**0.0445**	**1.1800e-003**	**0.0456**		**171.5755**	**171.5755**	**4.9400e-003**		**171.6991**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0723	34.0190	8.2751	0.0824	2.0668	0.1684	2.2352	0.5950	0.1611	0.7561		8,811.1593	8,811.1593	0.5640		8,825.2586
Worker	3.7185	2.5138	33.7883	0.0952	9.2663	0.0707	9.3370	2.4575	0.0651	2.5226		9,482.4032	9,482.4032	0.2733		9,489.2349
Total	**4.7908**	**36.5328**	**42.0634**	**0.1776**	**11.3331**	**0.2391**	**11.5722**	**3.0524**	**0.2262**	**3.2787**		**18,293.5625**	**18,293.5625**	**0.8372**		**18,314.4935**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9087	30.9328	7.5109	0.0817	2.0668	0.0632	2.1300	0.5950	0.0604	0.6554		8,745.0230	8,745.0230	0.5408		8,758.5424
Worker	3.4695	2.2629	31.1264	0.0921	9.2663	0.0686	9.3348	2.4575	0.0632	2.5206		9,176.1868	9,176.1868	0.2473		9,182.3698
Total	**4.3782**	**33.1958**	**38.6373**	**0.1738**	**11.3331**	**0.1317**	**11.4648**	**3.0524**	**0.1236**	**3.1760**		**17,921.2098**	**17,921.2098**	**0.7881**		**17,940.9122**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**34.2859**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7446	0.5034	6.7658	0.0191	1.8555	0.0142	1.8696	0.4921	0.0130	0.5051		1,898.7683	1,898.7683	0.0547		1,900.1363
Total	**0.7446**	**0.5034**	**6.7658**	**0.0191**	**1.8555**	**0.0142**	**1.8696**	**0.4921**	**0.0130**	**0.5051**		**1,898.7683**	**1,898.7683**	**0.0547**		**1,900.1363**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**34.2627**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	34.0438					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**34.0735**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.6947	0.4531	6.2328	0.0184	1.8555	0.0137	1.8692	0.4921	0.0127	0.5047		1,837.4512	1,837.4512	0.0495		1,838.6893
Total	**0.6947**	**0.4531**	**6.2328**	**0.0184**	**1.8555**	**0.0137**	**1.8692**	**0.4921**	**0.0127**	**0.5047**		**1,837.4512**	**1,837.4512**	**0.0495**		**1,838.6893**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139
Unmitigated	6.6156	44.7029	98.1573	0.4083	32.3502	0.3254	32.6756	8.6774	0.3047	8.9820		41,771.6046	41,771.6046	1.9444		41,820.2139

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
[illegible]rigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462
NaturalGas Unmitigated	0.4008	3.6438	3.0608	0.0219		0.2769	0.2769		0.2769	0.2769		4,372.5622	4,372.5622	0.0838	0.0802	4,398.5462

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18316.3	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1654.76	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2976.62	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	18.3163	0.1975	1.7957	1.5084	0.0108		0.1365	0.1365		0.1365	0.1365		2,154.8646	2,154.8646	0.0413	0.0395	2,167.6698
Industrial Park	1.65476	0.0179	0.1622	0.1363	9.7000e-004		0.0123	0.0123		0.0123	0.0123		194.6779	194.6779	3.7300e-003	3.5700e-003	195.8348
Manufacturing	14.219	0.1533	1.3940	1.1710	8.3600e-003		0.1060	0.1060		0.1060	0.1060		1,672.8292	1,672.8292	0.0321	0.0307	1,682.7700
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.97662	0.0321	0.2918	0.2451	1.7500e-003		0.0222	0.0222		0.0222	0.0222		350.1905	350.1905	6.7100e-003	6.4200e-003	352.2716
Total		**0.4008**	**3.6438**	**3.0608**	**0.0219**		**0.2769**	**0.2769**		**0.2769**	**0.2769**		**4,372.5622**	**4,372.5622**	**0.0838**	**0.0802**	**4,398.5462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Unmitigated	24.4286	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.7981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	21.5989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0316	3.1000e-003	0.3397	3.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003		0.7270	0.7270	1.9200e-003		0.7749
Total	**24.4286**	**3.1000e-003**	**0.3397**	**3.0000e-005**		**1.2100e-003**	**1.2100e-003**		**1.2100e-003**	**1.2100e-003**		**0.7270**	**0.7270**	**1.9200e-003**		**0.7749**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment B3

Updated CalEEMod Output Sheets

Annual

February 13, 2020

Latitude Business Park

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	205.77	1000sqft	10.50	205,770.00	0
Industrial Park	174.06	1000sqft	10.50	174,060.00	0
Manufacturing	159.74	1000sqft	10.50	159,740.00	0
Unrefrigerated Warehouse-No Rail	535.21	1000sqft	10.50	535,205.00	0
Parking Lot	2,247.00	Space	24.00	898,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	536.32	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	40.00	10.00
tblConstructionPhase	NumDays	110.00	30.00
tblConstructionPhase	NumDays	75.00	20.00
tblConstructionPhase	NumDays	1,110.00	400.00
tblConstructionPhase	NumDays	75.00	300.00
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	HHD	0.03	0.01
tblFleetMix	HHD	0.03	0.09
tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08

tblFleetMix	LDT2	0.20	0.24
tblFleetMix	LDT2	0.20	0.08
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	LHD2	5.8630e-003	2.5000e-003
tblFleetMix	LHD2	5.8630e-003	0.05
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblFleetMix	MHD	0.02	5.0000e-003
tblFleetMix	MHD	0.02	0.04
tblLandUse	LandUseSquareFeet	535,210.00	535,205.00
tblLandUse	LotAcreage	4.72	10.50
tblLandUse	LotAcreage	4.00	10.50
tblLandUse	LotAcreage	3.67	10.50
tblLandUse	LotAcreage	12.29	10.50
tblLandUse	LotAcreage	20.22	24.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	702.44	536.32
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	CW_TL	16.60	19.02
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.49	0.00
tblVehicleTrips	ST_TR	1.49	0.00
tblVehicleTrips	ST_TR	1.68	0.00

tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	0.73	0.00
tblVehicleTrips	SU_TR	0.62	0.00
tblVehicleTrips	SU_TR	1.68	0.00
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	6.83	3.37
tblVehicleTrips	WD_TR	3.82	3.93
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.6180	6.9452	6.9288	0.0226	1.4434	0.1946	1.6381	0.4331	0.1824	0.6156	0.0000	2,080.3362	2,080.3362	0.1761	0.0000	2,084.7376
2021	4.0815	5.2912	6.0447	0.0214	1.2823	0.1187	1.4010	0.3452	0.1121	0.4573	0.0000	1,973.3708	1,973.3708	0.1325	0.0000	1,976.6825
Maximum	**4.0815**	**6.9452**	**6.9288**	**0.0226**	**1.4434**	**0.1946**	**1.6381**	**0.4331**	**0.1824**	**0.6156**	**0.0000**	**2,080.3362**	**2,080.3362**	**0.1761**	**0.0000**	**2,084.7376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	2.3421	4.1198	7.0294	0.0226	1.4434	0.0316	1.4750	0.4331	0.0302	0.4633	0.0000	2,080.3358	2,080.3358	0.1761	0.0000	2,084.7372
2021	3.9071	3.6482	6.1338	0.0214	1.2823	0.0189	1.3012	0.3452	0.0180	0.3632	0.0000	1,973.3705	1,973.3705	0.1325	0.0000	1,976.6822
Maximum	**3.9071**	**4.1198**	**7.0294**	**0.0226**	**1.4434**	**0.0316**	**1.4750**	**0.4331**	**0.0302**	**0.4633**	**0.0000**	**2,080.3358**	**2,080.3358**	**0.1761**	**0.0000**	**2,084.7372**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**6.72**	**36.52**	**-1.46**	**0.00**	**0.00**	**83.90**	**8.65**	**0.00**	**83.64**	**22.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	1.4005	0.2356
2	4-1-2020	6-30-2020	2.0355	1.4263
3	7-1-2020	9-30-2020	2.7224	2.0750
4	10-1-2020	12-31-2020	3.3063	2.6324
5	1-1-2021	3-31-2021	3.0378	2.4477
6	4-1-2021	6-30-2021	3.0499	2.4533
7	7-1-2021	9-30-2021	3.0835	2.4803
		Highest	3.3063	2.6324

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	2,413.3542	2,413.3542	0.0832	0.0290	2,424.0822
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	237.9379	0.0000	237.9379	14.0617	0.0000	589.4810
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**316.7891**	**7,956.6727**	**8,273.4618**	**22.5039**	**0.2276**	**8,903.8802**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Energy	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	1,930.0775	1,930.0775	0.0634	0.0245	1,938.9673
Mobile	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Waste						0.0000	0.0000		0.0000	0.0000	178.4534	0.0000	178.4534	10.5463	0.0000	442.1108
Water						0.0000	0.0000		0.0000	0.0000	78.8512	787.2912	866.1424	8.1311	0.1986	1,128.5927
Total	**5.3449**	**6.7184**	**12.6945**	**0.0552**	**4.1297**	**0.0930**	**4.2227**	**1.1094**	**0.0903**	**1.1998**	**257.3046**	**7,473.3960**	**7,730.7006**	**18.9686**	**0.2231**	**8,271.3950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**18.78**	**6.07**	**6.56**	**15.71**	**1.98**	**7.10**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2020	1/14/2020	5	10	
2	Grading	Grading	1/15/2020	2/25/2020	5	30	
3	Paving	Paving	2/26/2020	3/24/2020	5	20	
4	Building Construction	Building Construction	3/25/2020	10/5/2021	5	400	
5	Architectural Coating	Architectural Coating	8/12/2020	10/5/2021	5	300	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 24

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,163; Non-Residential Outdoor: 537,388; Striped Parking Area: 53,928 (Architectural Coating – sqft)

OffRoad Equipment

Latitude Business Park - South Coast Air Basin, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	829.00	323.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	166.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**0.0204**	**0.2121**	**0.1076**	**1.9000e-004**	**0.0903**	**0.0110**	**0.1013**	**0.0497**	**0.0101**	**0.0598**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0101	0.1043	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	**2.3300e-003**	**0.0101**	**0.1043**	**1.9000e-004**	**0.0903**	**3.1000e-004**	**0.0906**	**0.0497**	**3.1000e-004**	**0.0500**	**0.0000**	**16.7153**	**16.7153**	**5.4100e-003**	**0.0000**	**16.8505**

3.2 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	3.1000e-004	3.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8898	0.8898	3.0000e-005	0.0000	0.8904
Total	**4.0000e-004**	**3.1000e-004**	**3.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8898**	**0.8898**	**3.0000e-005**	**0.0000**	**0.8904**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0668	0.7530	0.4794	9.3000e-004		0.0326	0.0326		0.0300	0.0300	0.0000	81.7264	81.7264	0.0264	0.0000	82.3872
Total	**0.0668**	**0.7530**	**0.4794**	**9.3000e-004**	**0.1301**	**0.0326**	**0.1627**	**0.0540**	**0.0300**	**0.0840**	**0.0000**	**81.7264**	**81.7264**	**0.0264**	**0.0000**	**82.3872**

3.3 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0114	0.0495	0.4950	9.3000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	81.7263	81.7263	0.0264	0.0000	82.3871
Total	**0.0114**	**0.0495**	**0.4950**	**9.3000e-004**	**0.1301**	**1.5200e-003**	**0.1316**	**0.0540**	**1.5200e-003**	**0.0555**	**0.0000**	**81.7263**	**81.7263**	**0.0264**	**0.0000**	**82.3871**

3.3 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	1.0300e-003	0.0114	3.0000e-005	3.2900e-003	3.0000e-005	3.3200e-003	8.7000e-004	2.0000e-005	9.0000e-004	0.0000	2.9659	2.9659	9.0000e-005	0.0000	2.9680
Total	**1.3400e-003**	**1.0300e-003**	**0.0114**	**3.0000e-005**	**3.2900e-003**	**3.0000e-005**	**3.3200e-003**	**8.7000e-004**	**2.0000e-005**	**9.0000e-004**	**0.0000**	**2.9659**	**2.9659**	**9.0000e-005**	**0.0000**	**2.9680**

3.4 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1407	0.1465	2.3000e-004		7.5300e-003	7.5300e-003		6.9300e-003	6.9300e-003	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1902
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0450**	**0.1407**	**0.1465**	**2.3000e-004**		**7.5300e-003**	**7.5300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1902**

3.4 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0122	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0282	20.0282	6.4800e-003	0.0000	20.1901
Paving	0.0314					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0342**	**0.0122**	**0.1730**	**2.3000e-004**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**20.0282**	**20.0282**	**6.4800e-003**	**0.0000**	**20.1901**

3.4 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	5.1000e-004	5.6900e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4829	1.4829	4.0000e-005	0.0000	1.4840
Total	**6.7000e-004**	**5.1000e-004**	**5.6900e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4829**	**1.4829**	**4.0000e-005**	**0.0000**	**1.4840**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2141	1.9378	1.7017	2.7200e-003		0.1128	0.1128		0.1061	0.1061	0.0000	233.9261	233.9261	0.0571	0.0000	235.3528
Total	**0.2141**	**1.9378**	**1.7017**	**2.7200e-003**		**0.1128**	**0.1128**		**0.1061**	**0.1061**	**0.0000**	**233.9261**	**233.9261**	**0.0571**	**0.0000**	**235.3528**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.2257	1.7635	2.7200e-003		4.1200e-003	4.1200e-003		4.1200e-003	4.1200e-003	0.0000	233.9258	233.9258	0.0571	0.0000	235.3526
Total	**0.0331**	**0.2257**	**1.7635**	**2.7200e-003**		**4.1200e-003**	**4.1200e-003**		**4.1200e-003**	**4.1200e-003**	**0.0000**	**233.9258**	**233.9258**	**0.0571**	**0.0000**	**235.3526**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1104	3.4981	0.8821	8.2300e-003	0.2056	0.0171	0.2227	0.0593	0.0164	0.0757	0.0000	798.1130	798.1130	0.0533	0.0000	799.4446
Worker	0.3727	0.2869	3.1765	9.1600e-003	0.9186	7.1400e-003	0.9258	0.2440	6.5800e-003	0.2505	0.0000	827.7696	827.7696	0.0238	0.0000	828.3655
Total	**0.4831**	**3.7850**	**4.0585**	**0.0174**	**1.1242**	**0.0243**	**1.1485**	**0.3033**	**0.0230**	**0.3262**	**0.0000**	**1,625.8826**	**1,625.8826**	**0.0771**	**0.0000**	**1,627.8100**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1882	1.7258	1.6409	2.6700e-003		0.0949	0.0949		0.0892	0.0892	0.0000	229.3209	229.3209	0.0553	0.0000	230.7040
Total	**0.1882**	**1.7258**	**1.6409**	**2.6700e-003**		**0.0949**	**0.0949**		**0.0892**	**0.0892**	**0.0000**	**229.3209**	**229.3209**	**0.0553**	**0.0000**	**230.7040**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0325	0.2212	1.7286	2.6700e-003		4.0400e-003	4.0400e-003		4.0400e-003	4.0400e-003	0.0000	229.3206	229.3206	0.0553	0.0000	230.7038
Total	**0.0325**	**0.2212**	**1.7286**	**2.6700e-003**		**4.0400e-003**	**4.0400e-003**		**4.0400e-003**	**4.0400e-003**	**0.0000**	**229.3206**	**229.3206**	**0.0553**	**0.0000**	**230.7038**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0919	3.1104	0.7861	8.0000e-003	0.2015	6.3400e-003	0.2079	0.0581	6.0600e-003	0.0642	0.0000	776.4226	776.4226	0.0501	0.0000	777.6739
Worker	0.3411	0.2532	2.8642	8.6800e-003	0.9004	6.7900e-003	0.9072	0.2391	6.2500e-003	0.2454	0.0000	785.1339	785.1339	0.0211	0.0000	785.6621
Total	**0.4330**	**3.3636**	**3.6503**	**0.0167**	**1.1020**	**0.0131**	**1.1151**	**0.2973**	**0.0123**	**0.3096**	**0.0000**	**1,561.5565**	**1,561.5565**	**0.0712**	**0.0000**	**1,563.3360**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0124	0.0859	0.0934	1.5000e-004		5.6600e-003	5.6600e-003		5.6600e-003	5.6600e-003	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7486**	**0.0859**	**0.0934**	**1.5000e-004**		**5.6600e-003**	**5.6600e-003**		**5.6600e-003**	**5.6600e-003**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7362					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5200e-003	6.5700e-003	0.0935	1.5000e-004		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	13.0216	13.0216	1.0100e-003	0.0000	13.0468
Total	**1.7378**	**6.5700e-003**	**0.0935**	**1.5000e-004**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**13.0216**	**13.0216**	**1.0100e-003**	**0.0000**	**13.0468**

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0290	0.3212	9.3000e-004	0.0929	7.2000e-004	0.0936	0.0247	6.6000e-004	0.0253	0.0000	83.6974	83.6974	2.4100e-003	0.0000	83.7576
Total	**0.0377**	**0.0290**	**0.3212**	**9.3000e-004**	**0.0929**	**7.2000e-004**	**0.0936**	**0.0247**	**6.6000e-004**	**0.0253**	**0.0000**	**83.6974**	**83.6974**	**2.4100e-003**	**0.0000**	**83.7576**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0217	0.1512	0.1799	2.9000e-004		9.3200e-003	9.3200e-003		9.3200e-003	9.3200e-003	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3920**	**0.1512**	**0.1799**	**2.9000e-004**		**9.3200e-003**	**9.3200e-003**		**9.3200e-003**	**9.3200e-003**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.3703					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9400e-003	0.0128	0.1814	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	25.2772	25.2772	1.7300e-003	0.0000	25.3206
Total	**3.3733**	**0.0128**	**0.1814**	**2.9000e-004**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**	**0.0000**	**25.2772**	**25.2772**	**1.7300e-003**	**0.0000**	**25.3206**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0683	0.0507	0.5735	1.7400e-003	0.1803	1.3600e-003	0.1817	0.0479	1.2500e-003	0.0491	0.0000	157.2162	157.2162	4.2300e-003	0.0000	157.3220
Total	**0.0683**	**0.0507**	**0.5735**	**1.7400e-003**	**0.1803**	**1.3600e-003**	**0.1817**	**0.0479**	**1.2500e-003**	**0.0491**	**0.0000**	**157.2162**	**157.2162**	**4.2300e-003**	**0.0000**	**157.3220**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363
Unmitigated	0.8153	6.0530	12.0934	0.0512	4.1297	0.0423	4.1720	1.1094	0.0397	1.1491	0.0000	4,755.9449	4,755.9449	0.2277	0.0000	4,761.6363

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	1,020.62	0.00	0.00	3,581,583	3,581,583
Industrial Park	586.58	0.00	0.00	1,848,635	1,848,635
Manufacturing	627.78	0.00	0.00	2,203,015	2,203,015
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	931.27	0.00	0.00	3,173,190	3,173,190
Total	3,166.25	0.00	0.00	10,806,424	10,806,424

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Industrial Park	19.02	8.40	6.90	59.00	28.00	13.00	79	19	2
Manufacturing	19.02	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
efrigerated Warehouse-No	19.02	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Manufacturing	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896
Industrial Park	0.552111	0.043066	0.242894	0.118512	0.015605	0.002500	0.005000	0.010000	0.002087	0.001818	0.004803	0.000708	0.000896
Parking Lot	0.552111	0.043066	0.201891	0.118512	0.015605	0.005863	0.021387	0.031253	0.002087	0.001818	0.004803	0.000708	0.000896
Unrefrigerated Warehouse-No Rail	0.552111	0.043066	0.082491	0.118512	0.015605	0.049000	0.041000	0.087900	0.002087	0.001818	0.004803	0.000708	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,206.1508	1,206.1508	0.0495	0.0112	1,210.7387
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,689.4275	1,689.4275	0.0693	0.0158	1,695.8536
NaturalGas Mitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287
NaturalGas Unmitigated	0.0732	0.6650	0.5586	3.9900e-003		0.0505	0.0505		0.0505	0.0505	0.0000	723.9267	723.9267	0.0139	0.0133	728.2287

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	6.68547e+006	0.0361	0.3277	0.2753	1.9700e-003		0.0249	0.0249		0.0249	0.0249	0.0000	356.7620	356.7620	6.8400e-003	6.5400e-003	358.8821
Industrial Park	603988	3.2600e-003	0.0296	0.0249	1.8000e-004		2.2500e-003	2.2500e-003		2.2500e-003	2.2500e-003	0.0000	32.2311	32.2311	6.2000e-004	5.9000e-004	32.4226
Manufacturing	5.18995e+006	0.0280	0.2544	0.2137	1.5300e-003		0.0193	0.0193		0.0193	0.0193	0.0000	276.9556	276.9556	5.3100e-003	5.0800e-003	278.6014
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.08647e+006	5.8600e-003	0.0533	0.0447	3.2000e-004		4.0500e-003	4.0500e-003		4.0500e-003	4.0500e-003	0.0000	57.9780	57.9780	1.1100e-003	1.0600e-003	58.3225
Total		**0.0732**	**0.6650**	**0.5586**	**4.0000e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**	**0.0000**	**723.9267**	**723.9267**	**0.0139**	**0.0133**	**728.2286**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	2.08857e+006	508.0867	0.0208	4.7400e-003	510.0193
Industrial Park	1.65705e+006	403.1119	0.0165	3.7600e-003	404.6453
Manufacturing	1.62136e+006	394.4296	0.0162	3.6800e-003	395.9299
Parking Lot	314580	76.5281	3.1400e-003	7.1000e-004	76.8192
Unrefrigerated Warehouse-No Rail	1.26308e+006	307.2712	0.0126	2.8600e-003	308.4400
Total		**1,689.4275**	**0.0693**	**0.0158**	**1,695.8536**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.63639e+006	398.0847	0.0163	3.7100e-003	399.5989
Industrial Park	1.17926e+006	286.8785	0.0118	2.6700e-003	287.9697
Manufacturing	1.27033e+006	309.0346	0.0127	2.8800e-003	310.2101
Parking Lot	78645	19.1320	7.8000e-004	1.8000e-004	19.2048
Unrefrigerated Warehouse-No Rail	793441	193.0210	7.9200e-003	1.8000e-003	193.7552
Total		**1,206.1508**	**0.0495**	**0.0112**	**1,210.7387**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Unmitigated	4.4564	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5107					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.9418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9500e-003	3.9000e-004	0.0425	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.0824	0.0824	2.2000e-004	0.0000	0.0879
Total	**4.4564**	**3.9000e-004**	**0.0425**	**0.0000**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.0824**	**0.0824**	**2.2000e-004**	**0.0000**	**0.0879**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	866.1424	8.1311	0.1986	1,128.5927
Unmitigated	866.1424	8.1311	0.1986	1,128.5927

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	47.5843 / 0	165.8257	1.5567	0.0380	216.0726
Industrial Park	40.2514 / 0	140.2713	1.3168	0.0322	182.7749
Manufacturing	36.9399 / 0	128.7311	1.2085	0.0295	167.7380
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	123.767 / 0	431.3144	4.0490	0.0989	562.0072
Total		**866.1424**	**8.1311**	**0.1986**	**1,128.5927**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	178.4534	10.5463	0.0000	442.1108
Unmitigated	237.9379	14.0617	0.0000	589.4810

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	255.15	51.7931	3.0609	0.0000	128.3153
Industrial Park	215.83	43.8115	2.5892	0.0000	108.5412
Manufacturing	198.08	40.2085	2.3763	0.0000	99.6147
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	503.1	102.1248	6.0354	0.0000	253.0098
Total		**237.9379**	**14.0617**	**0.0000**	**589.4810**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	191.363	38.8449	2.2957	0.0000	96.2365
Industrial Park	161.873	32.8587	1.9419	0.0000	81.4059
Manufacturing	148.56	30.1563	1.7822	0.0000	74.7111
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	377.325	76.5936	4.5266	0.0000	189.7573
Total		**178.4534**	**10.5463**	**0.0000**	**442.1108**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Laurie Paiz, MFT
19920 Grant Street
Corona, CA 92881

February 10, 2020

Sandra Yang
Senior Planner
Community Development Dept.
City of Corona
400 S. Vicentia Ave.
Corona, CA 92882

Dear Ms. Yang,

I'm writing on behalf of my husband, my son and myself to express our concerns about the proposed Latitude Business Park on Tom Barnes Road and Temescal Valley Rd. I'm highly invested in this project because my husband, my six year old son and I live on 19920 Grant Street, which is next to and overlooks this project space.

I've lived in El Cerrito for over 20 years. I grew up on Liberty Ave, which is also adjacent to the proposed park site. Riding horses in the neighborhood was a favorite childhood past time, as was walking with friends to and from school (El Cerrito Elementary Dragons at the time). After obtaining my advanced education in San Diego, and my husband obtaining a job at All American Asphalt, my family chose to move back to El Cerrito because of its rural atmosphere and small-town feel, with the conveniences of local retail and entertainment nearby. There were aspects of this area that we considered before moving here. Traffic was a huge consideration, but knowing the improvements to the roads were coming, and housing growth was slowing, we decided it was worth it to buy our home and settle here. We are able to raise chickens, turkeys, and other farm animals because of the neighborhood and property that we live. Soon we hope to give our son the same joy of riding horses throughout the neighborhood. We've also started meeting with contractors to add on to our modest 1100 square foot home.

Though we do get noise from the mining across Temescal Canyon, all hours of the day and night, we were willing to tolerate that knowing that our view would be of empty space vs. a sea of houses like many areas of Corona that used to have beautiful view, but now do not due to new housing developments. We also tolerate quite a bit of noise and pollution that comes from the Crossings because of the conveniences it offers. We hear the Crossings traffic and street racers who do donuts in the parking lot in the middle of the night. These are all things I considered minor annoyances to our quality of life.

The proposed Latitude Business Park industrial complex Tom Barnes Rd., will have significant negative effects on our quality of life and have me questioning whether or not we should continue

EXHIBIT W

our plan to add on to our home and stay settled here. The following are what I consider to be serious reductions in our quality of life:

1. Pollution
    a. Air pollution: I'm concerned with the significant amount of tractor/trailer, related loading and unloading machines, machinery, dust, emissions, gasses, and other air quality pollutants that will be used as part of the businesses that will occupy this complex. Landscaping will not mitigate the negative effects to our air quality of a site and operations of this size.
    b. Noise pollution: Having warehouses, machinery, giant air conditioners, idling and running diesel tractor/trailers, related unloading and loading equipment, back-up sirens, etc., will cause a tremendous amount of noise. The suggested landscaping and rot iron fencing will not mitigate the loud and disturbing noises of the operations of these proposed business types.
    c. Light pollution: How will these business adequately light the property without substantial lighting up our neighborhood next door?

2. Traffic
    a. Improvements to Temescal Canyon Rd. from two to four lanes will not adequately accommodate and reduce the amount of traffic that the thousands of daily trips these tractor trailers and related vehicles will be making daily for the operation of the proposed business types.
    b. Our small, residentialstreet has already become an alternate route for commuters who are rushing to work in the morning. We've almost been hit by cars several times while exiting our own driveway or walking down our street, due to speeding and frustrated commuters trying to avoid existing traffic. This will only worsen if the current project is approved.
    c. Even with the opening of the new Cajalco bridge improvements, traffic in the morning and late afternoon/evening getting on and off the freeway is terrible. The additional traffic this business park will be requiring for its business operations will significantly negatively impact traffic in this area.
    d. Corona has a reputation for poor traffic infrastructure to accommodate growth. Adding businesses that require this type of traffic will no doubt make things worse.

3. Lack of open space: Study after study shows open spaces and recreation areas improve city resident's quality of life. We had, and still have some beautiful nature surrounding Corona, and some small empty, undeveloped spaces, like the subject property. It's buffer spaces like these that make it tolerable to have retail so close to suburban neighborhoods.

I don't believe anyone would object to the fact that Corona has grown substantially over the last 20 years. Its open space areas and citrus groves have been almost entirely diminished and replaced by decisions the city has made. Rather than preserve what the city was always known for, Corona has instead chosen to develop on what I call "citrus graveyards," then they name the development a citrus-themed name. Frankly, this is offensive to its history and makes me quite sad. Corona prides itself on its rich citrus history, yet bulldozes the groves down every chance it gets. This property is an opportunity to give back to the city residents and perhaps put back some of the citrus that has been decimated. It's an opportunity for much needed open park space, a local dog park, and/or trail space. Perhaps a compromise could be made and the developer could be required to utilize a portion of space for such a project.

The new City Council members have good intentions and want to see Corona thrive. That being said, we hope that the decision-makers for the City consider the quality of life of its residents more important than developing every bit of open space there just for the sake of earning more money. The amount of employment to be offered by the types of proposed businesses is small and outweighed by the negative impact it will have on local residents. This project will reduce overall quality of life due to noise, air and light pollution, substantial increases in traffic, and would be losing a great opportunity to develop a green, open space recreation area for residents, or leave it as a natural buffer to the current Crossing retail mall.

Please consider residents' concerns addressed tonight and in past letters and forums as genuine pleas to maintain or improve theirs and their neighbor's quality of life. We know that this project will decrease our quality of life for the reasons mentioned above and for the many reasons that other agencies, such as the Department of Justice, Golden State Environmental Justice Alliance, and Better Neighborhoods have expressed serious concerns about. My husband and I are not experts like those who work for the organizations just mentioned. We do, however, have the common sense to know this project, as submitted, will cost us and our neighbors our quality of life. We're choosing to speak on this project because we believe the council will listen and take the concerns seriously. We hope doing so gives our son the opportunity to get a taste of the rural life El Cerrito and the surrounding areas have to offer.

Sincerely,

Laurie Paiz, MFT

Michael Paiz

Garrison Paiz

City of Corona

400 S. Vicentia Ave.
Corona, CA 92882

Minutes - Final

Monday, February 24, 2020

6:00 PM

Council Chambers

Planning and Housing Commission

Karen Alexander, Chair
Craig Siqueland, Vice Chair
David Hooks, Commissioner
Timothy Jones, Commissioner
Vacant, Commissioner

EXHIBIT 4

ROLLCALL

Present 4 - Chair Karen Alexander, Vice Chair Craig Siqueland, Commissioner David Hooks, and Commissioner Tim Jones

CALL TO ORDER

Chair Alexander called the meeting to order.

PLEDGE OF ALLEGIANCE

Commissioner Jones led the Pledge of Allegiance.

COMMUNICATIONS FROM THE PUBLIC

None.

MEETING MINUTES

1. Approval of minutes for the Planning and Housing Commission meeting of February 10, 2020.

Attachments: 20200210-P&H Minutes - DRAFT

A motion was made by Commissioner Jones, seconded by Commissioner Hooks, that the Planning and Housing Commission approve the meeting minutes of February 10, 2020. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

CONSENT ITEMS

None.

PUBLIC HEARINGS

2. PM 37608 (CONTINUED): Parcel map application to subdivide 74.80 acres into 13 numbered lots for light industrial purposes, two lettered lots for street dedication purposes, and two lettered lots for conservation area purposes located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan (Applicant: Patrick Tritz, Latitude Business Park, LLC (Rexco Development), 2518 N. Santiago Blvd., Orange, CA 92867).

Attachments: Staff Report

Locational and Zoning Map

Exhibit A - Parcel Map 37608

Exhibit B - Conditions of Approval

Exhibit C - Site Plan

Exhibit D - Environmental Documentation

Exhibit E - Intial Joint Project Review (JPR #19-11-05-01), dated January 3, 2020
Exhibit F1-F4 - Public Correspondences

Exhibit G - Public Comment Letter from Golden State Enviromental Justice Alliance, dated January 29, 2020
Exhibit H - Public Comment Letter from Better Neighborhoods, dated January 31, 2020
Exhibit I - Response to Public Comments memo

Exhibit J - Comment Letter from Department of Justice dated February 7, 2020
Exhibit K - Comment Letter from Department of Fish and Wildlife dated February 7, 2020
Exhibit L - Comment Letter from South Coast Air Quality Management District dated February 7, 2020
Exhibit M - Comment Letter from Blum Collins, LLP, dated February 10, 2020
Exhibit N - Responses to comments received from Department Justice, Attorney General Office, California Department of Fish and Wildlife, South Coast AQMD and Blum Collins, LLP
Latitude PP Presentation

County Boundary Exhibit

A motion was made by Vice Chair Siqueland, seconded by Commissioner Jones, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of PM 37608 to the City Council, based on the findings contained in the staff report, the conditions of approval and the added conditions of approval to require language in the project's CC&R's to prohibit trucks from turning left on to Temescal Canyon Road; Tom Barnes Road be posted no truck parking; the developer work with the residents on Liberty Avenue regarding the landscaping and fence condition along the property line; the developer, city and county work on a equitable resolution regarding the paving of Liberty Road; and the developer pay for the cost of a project manager during construction. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

3. PP2019-0001 (CONTINUED): Precise plan application to review the site plan, architecture, and landscaping of 15 light industrial buildings totaling 1,074,771 million square feet proposed on 74.80 acres located at the northwest corner of Tom Barnes Street and Temescal Canyon Road, east of Interstate 15, in the Light Industrial designation of the El Cerrito Specific Plan (Applicant: Patrick Tritz, Latitude Business Park, LLC (Rexco

Development), 2518 N. Santiago Blvd., Orange, CA 92867).

Attachments: Staff Report

Resolution No. 2549

Locational and Zoning Map

Exhibit A1-A2 - Site Plan and Parking Table

Exhibit B - Conditions of Approval

Exhibit C - Elevations

Exhibit D - Landscape Plan

Exhibit E - Signage Program

Exhibit F - Access Easement Exhibit for Not A Part Parcels

Exhibit G - Parcel Map 37608

Exhibit H - Preliminary Grading Plan

Exhibit I - Letter from County Transportation Department, dated September 26, 2008, regarding Liberty Street and La Gloria Street
Exhibit J - Temescal Canyon Road Improvement Exhibit

Exhibit K1-K2 - Agency Comments

Exhibit L1-L4 - Public Correspondences

Exhibit M - Environmental Documentation

Exhibit N - Public Comment Letter from Golden State Enviromental Justice Alliance, dated January 29, 2020
Exhibit O - Public Comment Letter from Better Neighborhoods, dated January 31, 2020
Exhibit P - Response to Public Comments memo

Exhibit Q - Intial Joint Project Review (JPR #19-11-05-01), dated January 3, 2020
Exhibit R - Comment Letter from Department of Justice dated February 7, 2020
Exhibit S - Comment Letter from Department of Fish and Wildlife dated February 7, 2020
Exhibit T - Comment Letter from South Coast Air Quality Management District dated February 7, 2020
Exhibit U - Comment Letter from Blum Collins, LLP, dated February 10, 2020
Exhibit V - Responses to comments received from Department Justice, Attorney General Office, California Department of Fish and Wildlife, South Coast AQMD and Blum Collins, LLP
Exhibit W - Additional Public Correspondences

At the request of Chair Alexander, Joanne Coletta, Community Development Director, reviewed the staff report and exhibits for PM 37608 and PP2019-0001. At the conclusion of her presentation, Ms. Coletta offered to answer any questions of the Commission.

Chair Alexander acknowledged that she received information from one of the residents in the area regarding the lawsuit that was filed on the previous

mining operation. She also gave an overview on the meetings she had with the residents on the proposed project and her conversation with a previous city employee, Ned Ibrahim, a former city engineer. She asked Mr. Ibrahim to talk about Temescal Canyon Road and its current condition.

NED IBRAHIM, CIVIL ENGINEER, gave a brief description on the history on Temescal Canyon Road within the El Cerrito Plan and suggested that an interim improvement could be done to the section of the street north of the project site. He suggested that by adding a third lane in the undivided road would create a center lane for vehicles to wait as they turn left or right; currently vehicles making turn movements on Temescal Canyon Road stop traffic on the two lane road, which causes a delay. He indicated that an additional 12 feet of pavement could accommodate an additional lane for a length of 0.6 miles.

Commissioner Hooks asked for explanation as to the exact area Mr. Ibrahim is referring to.

Mr. Ibrahim said from the north property line of the project site to the signal at Minnesota Road.

Commissioner Jones asked how much additional pavement would be required to widen the lanes.

Mr. Ibrahim responded it would be the standard width, which is 12 feet.

Commissioner Hooks asked if the El Cerrito area belongs to the County of Riverside.

Mr. Ibrahim responded yes.

Chair Alexander opened the public hearing.

MARY GEHLEY, RESIDENT, spoke about her concerns regarding traffic, noise and road paving and stated opposition to the project.

LAURIE PAIZ, RESIDENT, spoke about her concerns regarding traffic, and possible cut-through traffic on the residential streets if Liberty/La Gloria is paved and stated opposition to the project.

JOSE RAMIREZ, RESIDENT, spoke about the local jobs the project would bring to the area and stated support for this project.

EDDIE RIVERA, RESIDENT, spoke about about the local jobs the project

would bring to the area and stated support for this project.

DALE PLOUNG, RESIDENT, spoke about his recommendations on a sound wall to help both the developer and the residents come to an agreement.

JENNIFER HERNANDEZ, RESIDENT, spoke about her concerns regarding the condition of Liberty Road and the lack of paving. She felt the paving of Liberty Road should be associated with this project.

KAROLA BUSH, RESIDENT, spoke about her concerns regarding traffic, air pollution, noise, no sidewalk or sewer in her neighborhood, and access for emergency vehicles into the residential neighborhood and stated opposition to the project.

STEVE NOLAN, RESIDENT, spoke about his concerns regarding traffic on Temescal Canyon Road and trucks should not use Temescal Canyon Road until it is fully improved.

JOE MORGAN, RESIDENT, spoke about his concerns regarding the lack of road improvements in the area and that the developer should be able to make reasonable accommodations for the residents.

Vice Chair Siqueland asked for clarification in regards to what is city property versus Riverside County (County) property.

TOM KOPER, ACTING PUBLIC WORKS DIRECTOR, showed an exhibit depicting the city/county boundary line and where sections of the road are located.

Vice Chair Siqueland asked if the County is responsible for making the street improvements to Liberty Avenue / La Gloria Street.

Mr. Koper responded the County is responsible for the street improvements on Liberty Avenue / La Gloria Street.

Vice Chair Siqueland confirmed there is no guarantee that the County will follow through on their condition of improvements for Liberty Avenue / La Gloria Street.

Ms. Coletta responded that is correct.

Vice Chair Siqueland asked would it be better for the developer to use their funds to focus on Liberty Avenue / La Gloria Street.

Mr. Koper gave a brief description on his thoughts for the street improvements.

Commissioner Jones asked if the funds that were set aside for the street improvements could be used for other improvements such as a sound wall.

Mr. Koper responded the County would have to address that question.

Commissioner Jones asked how effective will the truck traffic signage be to prohibit trucks from turning north on Temescal Canyon Road.

Mr. Koper responded that it can be effective because it is an enforceable violation. Also, trucking companies are a licensed business and they would not want to risk their license by not following traffic laws.

Commissioner Jones asked if the left turn lane on Tom Barnes can be temporary closed to prohibit trucks from turning north onto Temescal Canyon Road.

AARON COX, ASSOCIATE TRAFFIC ENGINEER from the PUBLIC WORKS DEPARTMENT, responded no, because of the impact it would have on passenger vehicles that go northbound and likely the residents that use this road and turn left to go back home.

Chair Alexander asked Mr. Cox to explain other options that could be enforced to keep trucks from turning north onto Temescal Canyon Road.

Mr. Cox said self-govern enforcement is commerical traffic enforcement by the Police Department. He also mentioned using certain technology such as license plate recognition because the license plates on trucks are different than on passenger vehicles. However, this type of technology has limitations because the driver recieving a ticket can challenge it and ask to see the evidence. This technology has similar concerns to the red light camera technology that cities were using before they got removed.

Commissioner Hooks talked about a possible sound wall to ease the noise for residents.

Commissioner Hooks asked why can't the street improvements be completed on Liberty Avenue / La Gloria Street.

Mr. Koper explained the agreement between the previous owner and the county and that the prior owner paid a fee to the county in lieu of doing the improvements to the road. The county is responsible for using those funds to improve the road.

A discussion ensued between Mr. Koper and the Commissioners regarding the funds that were given to the County and the street improvements.

PATRICK TRITZ, REXCO DEVELOPMENT, gave a brief description on how Rexco and the County are working together to resolve the residents concerns.

RUSSELL WILLIAMS, DEVELOPMENT REVIEW MANAGER FOR RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT, acknowledged the money paid by the previous developer to the county and explained the current road condition and that right-of-way would need to be dedicated to build the road to its full width; he said the alignment of the road would need to be evaluated by an engineered survey.

Chair Alexander asked what suggestions does the Riverside County Transportation department have for this project to move forward.

Mr. Williams explained the County is willing to work with the city, developer and the residents to get the street improvements done on Liberty Road / La Gloria Road.

Vice Chair Siqueland asked Mr. Tritz to address the residents concerns for the street improvements on Liberty Road / La Gloria Road.

Mr. Tritz responded the first thing that needs to be done in an engineered survey of the road and he is willing to work with the county on that and discuss some type of improvement to the area.

Chair Alexander asked if the Transportation Uniform Mitigation Fee (TUMF) is available for this project.

Mr. Williams explained the TUMF program cannot be used, because the funds are for regional roadway improvements and not local roads.

Chair Alexander asked if the TUMF program can be used for Temescal Canyon Road road improvements.

Mr. Williams replied yes but does not believe adding a third lane is covered in the program [the program covers the ultimate roadway width for Temescal Canyon Road].

A discussion ensued between with Mr. Koper and Chair Alexander regarding the funds for widening Temescal Canyon Road.

Chair Alexander closed the public hearing.

A discussion ensued among the Commissioners and staff regarding the project with the Commission eventually agreeing on additional conditions of approval for the project. At the end of the discussion, Commissioner Siqueland made a motion to approve the project, but with added conditions: a) the CC&R's for the project shall have language that restricts trucks from exiting northbound on Temescal Canyon Road, b) Tom Barnes Road shall be posted no parking for trucks, c) the developer shall engage with the residents on Liberty Avenue on the landscaping and fence condition to address concerns regarding views and noise, d) the developer, the county and city staff shall work on an equitable resolution regarding the paving of Liberty Road, and e) developer shall cover the costs associated with the city hiring an inspection project manager for the project during construction. The motion was seconded by Commissioner Jones.

The Commission also motioned and carried for the same conditions of approval to be added to the precise plan application for the project.

A motion was made by Vice Chair Jones, seconded by Chair Alexander, that the Planning and Housing Commission adopt Resolution No. 2549 GRANTING PP2019-0001, based on the findings contained in the staff report, the conditions of approval and that the conditions of approval added for PM 37608 be carried forward here. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

4. PM 37746 (PM 2019-0004): A parcel map application to create one lot on 4.80 acres for the development of a 99,560 square foot indutrial building located on the north side of Third Street and east of Grand Bouleavard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC., 1300 Bristol Street North, Suite 290 Newport Beach, CA 92660).

Attachments: Staff Report

Locational and Zoning Map

Exhibit A - Parcel Map 37746

Exhibit B - Conditions of Approval

Exhibit C - Site Plan

Exhibit D - Applicant's letter dated September 19, 2019

Exhibit E - Environmental Documentation

Exhibit F1-F3 - Community Outreach Notices dated March 7 and March 14, 2019 and Map of Notified Residential Properties
PowerPoint Presentation

A motion was made by Vice Chair Siqueland, seconded by Commission Hooks, that the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of PM 37746 to the City Council, based on the findings contained in the staff report and conditions of approval with the added conditions that any signage placed on the south elevation of the building, facing Third Street and the residences shall be non-illuminated and the landscaping along the building frontage on the south side of the building shall be enhanced with additional trees. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

5. PP2019-0007: A precise plan application to review the site plan, architecture, parking and landscaping associated with the development of a 99,560 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC., 1300 Bristol Street North, Suite 290, Newport Beach, CA 92660).

Attachments: Staff Report

Resolution No. 2550

Locational and Zoning Map

Exhibit A - Site Plan

Exhibit B - Conditions of Approval

Exhibit C - Existing Site Photograph

Exhibit D - Floor Plan

Exhibit E - Grading Plan

Exhibit F1-F2 - Colored Elevations

Exhibit G - Elevations

Exhibit H - Color Landscape Plan

Exhibit I - Fence and Wall Plan

Exhibit J1-J2 - Applicant's letter dated September 3 and November 11, 2019

Exhibit K - Environmental Documentation

Exhibit L1-L3 - Community outreach notices dated March 7 and March 14, 2019 and Map of Notified Residential Properties

A motion was made by Commissioner Jones, seconded by Commissioner Hooks, that the Planning and Housing Commission adopt Resolution No. 2550 GRANTING PP2019-0007, based on the findings contained in the staff report and conditions of approval with the added conditions that signage on the south elevation of the building facing Third Street shall be non-illuminated and the landscaping along the building's frontage be enhanced with additional trees. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

6. V2019-0002: Variance application requesting relief from the development standards under Section D (Table III-3) of the Downtown Corona Revitalization Specific Plan to reduce the 10-foot rear yard landscape setback to zero to accommodate parking spaces and on-site circulation associated with the development of a 99,560 square foot industrial building located on the north side of Third Street and east of Grand Boulevard in the BP (Business Park) designation of the Downtown Corona Revitalization Specific Plan (SP98-01). (Applicant: Michael McKenna with EBS Realty Partners, LLC., 1300 Bristol Street North, Suite 290, Newport Beach, CA 92660).

Attachments: Staff Report

Resolution No. 2551

Locational and Zoning Map

Exhibit A - Site Plan with underlying easements

Exhibit B - Conditions of Approval

Exhibit C - Applicant's letter requesting Variance

Exhibit D - Environmental Documentation

Exhibit E1-E3 - Community outreach notices dated March 7 and March 14, 2019 and Map of Notified Residential Properties

At the request of Chair Alexander, Lupita Garcia, Associate Planner, reviewed the staff report and exhibits for PM 37746, PP2019-0007 and V2019-0002. At the conclusion of her presentation, Ms. Garcia offered to answer any questions of the Commission.

Chair Alexander asked Public Works to address the recent update to the Conditions of Approval.

MICHELE HINDERSINN, SENIOR ENGINEER, from the PUBLIC WORKS DEPARTMENT, gave a brief update on the recent changes to the Conditions of Approval.

Commissioner Hooks asked if there will be any signage.

Ms. Garcia responded no signage has been proposed.

Commissioner Hooks asked if a permit would be requried for signage.

Ms. Garcia responded yes.

Vice Chair Siqueland asked if the change in the square footage will effect the parking.

Ms. Garcia responded the number of parking spaces meets the requirements for the square footage.

Vice Chair Siqueland asked if the area between the building and the retaining wall will be paved.

Ms. Garcia responded yes.

Vice Chair Siqueland asked what is the height of the retaining wall.

Ms. Garcia responded it is 40 feet high.

Vice Chair Siqueland asked if there is no change in the setbacks between the building and the freeway would it require landscaping.

Ms. Garcia responded yes.

Vice Chair Siqueland asked if a quarter of the property would not be landscaped.

Ms. Garcia responded that is correct.

Commissioner Jones asked if the exterior appearance of the building will be impacted.

Ms. Garcia responded no.

Chair Alexander gave a brief description about the conversations she had with the surrounding tenants.

Commissioner Hooks asked what size of trucks will be entering and exiting the proposed project site.

Chair Alexander opened the public hearing.

MICHAEL MCKENNA, EBS REALTY PARTNERS, LLC, explained the type and size of trucks that would be used at this location.

Commissioner Hooks asked if the truck traffic will impact the residents and how will they stage the trucks.

Mr. McKenna responded he cannot predict the truck traffic without knowing who will occupy the building and stated there will be no staging of trucks on the residential street.

Chair Alexander commented she spoke with a nearby resident and liked the idea of the dock ramps facing the 91 freeway.

Vice Chair Siqueland asked if the applicant would be willing to gift the landscaping portion that is not required for the project site [meaning adding the landscaping to other parts of the project site].

Mr. McKenna gave a brief description on why that area of the building cannot be landscaped.

Chair Alexander asked if the number of trees is maxed out in the front of the building.

Mr. McKenna responded he would have to defer that question to the landscape architect.

Chair Alexander stated she would like them to place the maximum amount of trees in front of the building.

Mr. McKenna gave a brief description on the community outreach he did with the surrounding residents.

Chair Alexander asked what will the delivery schedule be.

Mr. McKenna responded he can not give an accurate answer without knowing who the tenant will be.

Commissioner Jones recommended more landscape options be added along the side of the building.

BRIAN TRESSEN, EBS REALTY PARTNERS, LLC, gave a brief description on the community outreach he did with the surrounding residents.

Commissioner Hooks asked if the rear of the building will be secured.

Mr. Tressen responded yes.

Commissioner Hooks asked if there will be motion security lights located at the rear of the building.

Mr. Tressen responded yes.

JOE MORGAN, RESIDENT, spoke about his concerns and recommendations for this project.

Vice Chair Siqueland asked is there a municipal code for the hours of operation for a commercial building next to residential homes.

Ms. Coletta responded no but the business would still have to meet the city's performance standards for noise.

A discussion ensued among the Commissioners and Ms. Coletta regarding the hours of operation and signage.

Chair Alexander closed the public hearing.

A discussion ensued among the Commissioners and Ms. Coletta regarding their concerns.

A motion was made by Vice Chair Siqueland, seconded by Commissioner Jones, that the Planning and Housing Commission adopt Resolution No. 2551 GRANTING V2019-0002, based on the findings contained in the staff report and conditions of approval. The motion carried by the following vote:

Aye: 4 - Chair Alexander, Vice Chair Siqueland, Commissioner Hooks, and Commissioner Jones

WRITTEN COMMUNICATIONS

None.

ADMINISTRATIVE REPORTS

None.

PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS

Vice Chair Siqueland commented that he appreciated all the community involvement on the various projects.

Commissioner Jones thanked staff for all their hard work.

Chair Alexander also thanked staff for all their hard work.

Chair Hooks agreed with the Commissioners' comments.

ADJOURNMENT

Chair Alexander adjourned the meeting at 9:24 p.m. to the Planning and Housing Commission meeting of Monday, March 9, 2020, commencing at 6:00 p.m. in the City Hall Council Chambers.

File #: 20-0257

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION AND
CORONA HOUSING AUTHORITY ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members
Honorable Chairman and Board of Commissioners

FROM: Community Development Department

SUBJECT:
City Council and Housing Authority Board consideration of possible emergency rent or loan relief measures for tenants of City owned facilities and recipients of Housing Authority Loan Programs impacted by Covid-19.

RECOMMENDED ACTION:
That the:

a. City Council authorize the City Manager to defer or reduce rent payments for tenants of city owned facilities during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter, and take necessary action to collect payments.

b. City Council suspend the monthly payment stipulated in the License Agreement with Amor Outreach Church for the use of parking spaces in Corona Mall North during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.

c. Housing Authority Board authorize the Executive Director to defer or reduce loan payments for loans financed under the former Redevelopment Agency's First Time Homebuyer Program during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter, and take necessary actions to collect payments.

ANALYSIS:
Governor Newsom issued a State of Emergency on March 4, 2020 due to the threat of COVID-19 ar

on March 20, 2020 signed Executive Order N-33-20 ordering all individuals living in the State of California to stay home due to the severity in public health from COVID-19. The Executive Order has no time limit and will remain in place until lifted by the Governor. Because certain sectors of the population are not allowed to work, and the Executive Order has prohibited people from participating in social gatherings and being in places where there are large assemblages of people, employers and non-profit organizations are experiencing financial hardship. It is uncertain if the immediate financial hardship will be short-term or long-term. In the short amount of time since the Executive Order was issued, City staff has already received requests to reduce or defer rent payments from tenants in City owned facilities and loan payments from homeowners that were financed by the former Redevelopment Agency's first time homebuyer program. City staff is therefore proposing the following payment plans during this State of Emergency.

CITY OWNED FACILITES WITH LEASE AGREEMENTS

The Historic Civic Center (HCC) located at 815 W. Sixth Street is occupied by tenants that have long term lease agreements with the city. A total of nine tenants occupy the building and pay monthly rental and common area maintenance fees. The tenants at HCC are all non-profit organizations with some tenants specializing in theater, music and art. These tenants rely on classes and theatrical performances as a means of income to pay their rent. Because social gatherings and performances that would attract a large assemblage of people are prohibited under the Governor's Executive Order, these tenants are not able to achieve a source of income. Additionally, some of the tenants at HCC do not fall within the critical essential services issued by the Governor on March 19, 2020. Therefore, some of these tenants have been forced to close their operation for the time being. The HCC tenants have leases with terms ranging from one year to five years.

Staff is proposing that the City Manager be authorized to evaluate and approve a payment plan for rents collected at City owned facilities using the following guidelines.

1. Proof of Hardship. A tenant must provide proof of financial hardship that their operation and income is impacted by COVID-19 and the Executive Order issued by the Governor. For example, a formal letter explaining how their service is not an essential critical service, and how long their operation will be closed.
2. Deferral of Rent. Allowed during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.
3. Rent Reduction (if requested). Collect a reduced rent during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.
4. Payment Options:
   a. Adjust the amount of the base rent for the remaining term of the lease. The total amount of rent to be deferred or reduced would be spread out and added to the monthly rate for the months remaining on the lease. This option may be viable for tenants with a long-term lease.
      - Under this option a lease amendment would be required to adjust the monthly base rent.
   b. Adjust base rent and extend the term of the lease. Extend the term of the lease equal to the amount to be deferred or reduced and spread out the amount owed and add to the monthly rent. This option may be needed for tenants that currently have a shorter term o

their lease.

- Under this option a lease amendment would be required to extend the term of the lease and adjust the monthly base rent.

c. Payment Plan. At the request of the tenant, create a payment plan that would allow the rent to be deferred or reduced to be paid back in installments according to their individual financial need. However, the amount of rent deferred or reduced must be paid in full on or before the date of their last rent payment under their lease.

- Under this option a lease amendment would be required to add a payment plan.

For a complete list of Essential Critical Infrastructure Workers visit, https://codiv19.ca.gov/.

CITY LICENSE AGREEMENT

Covenant Life Christian Fellowship, formerly Amor Outreach Church, has a month-to-month license agreement to utilize the Corona Mall North parking lot located at the northwest corner of E. Sixth Street and Ramona Avenue. The congregation uses the parking lot to capture overflow parking on Thursday evenings and Sundays during their service hours. Under the Governor's Executive Order, religious congregations are prohibited from having service because it would result in a large assemblage of people. Therefore, the congregation has suspended religious services until further notice. Since the congregation operates under a month-to-month agreement (not a lease agreement) and does not need to use the parking spaces at the Corona Mall for the time being they are requesting that the monthly payment be suspended until the Executive Order is lifted.

Staff is recommending the monthly fee be suspended during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.

CITY RESIDENTIAL TENANTS

Recently on March 1, 2020, the City took possession of the Mission Apartments located at 926 and 932 W. Fifth Street. The 12 apartments are set aside as low-income units for households that are 50% of the area median income, or less. The tenants who are currently housed and income qualified for these units may become financially impacted during this time depending on their occupation. Therefore, in anticipation of potential request from these tenants, staff is requesting to have a rent relief process in place for the Mission Apartment tenants.

The tenants are on a month-to-month lease. If requested, staff recommends having the following process in place that would authorize the City Manager, and his designee, to do the following:

1. Proof of Hardship. A tenant must provide proof that their income has been impacted by COVID-19. For example, an official letter from their employer stating the status of their employment (furloughed, temporarily laid-off, or terminated, and details related thereto).
2. Deferral of Rent. Allowed during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.
3. Rent Reduction (if requested). Collect a reduced rent during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.
4. Payment Options:
   a. Extend the term of the lease to secure repayment. Per regulatory rent restrictions, the city can only charge 30% of the household's gross annual income for rent, but in no ca

shall the rent exceed HUDs 50% rent limit based on household size. For example, if a tenant pays $250 a month for rent (based on the 30% cap of their gross annual income) and HUD's limit is $500 per month, the most we could charge to recapture deferred rent is $500 per month.

- Under this option an amendment to the lease is required to establish a new term and base rent.

b. Payment Plan. At the request of the tenant, establish a payment plan with installments according to their individual financial need, as long as it conforms to HUD regulations. Additionally, a payment plan shall be secured by a lease, or similar agreement.

- Under this option a lease or other form of contract between the city and tenant is required.

HOUSING PROGRAM LOANS

The Corona Housing Authority, as a successor agency to the former Redevelopment Agency, currently receives a dozen monthly payments from a First Time Homebuyer Program that was offered in the 1990s. The Housing Authority is also the custodian of a myriad of other housing loans and obligations that may be affected during the COVID-19 crisis. It is also worth noting that all Housing Authority housing programs have an income eligibility requirement and depending on the program the recipients of housing funds are considered low income, ranging from median, low, to very low-income.

In anticipation of a potential request from these recipients, staff recommends having the following process in place that would authorize the Executive Director, and his designee, to provide relief measures for the loan payments.

1. Proof of Hardship. The loan recipient shall provide proof that their income is impacted from COVID-19. For example, an official letter from their employer stating the status of their employment (furloughed, temporarily laid-off, terminated, reduction in benefits, and details related thereto).
2. Deferral of Loan Payment. Allowed during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.
3. Loan Payment Reduction (if requested): Collect a reduced payment during the State of Emergency issued by Executive Order N-33-20, or for a period of three (3) months, whichever is shorter.
4. Adjust the monthly payment amount for the remaining term of the loan. The total amount of payment to be deferred or reduced would be spread out and added to the monthly loan amount for the remaining term on the loan. This option may be viable for homeowners with a long-term loan.
    - Under this option the loan document(s) would need to be amended to adjust the monthly payment.
5. Adjust loan amount and extend the term of the loan. Extend the term of the loan equal to the amount to be deferred or reduced and spread out the amount owed. This option may be needed for homeowners that currently have a shorter term on their loan.
    - Under this option the loan document(s) would need to be amended to extend the term and adjust the monthly payment.

COMMITTEE ACTION:
Not applicable.

STRATEGIC PLAN:
Not applicable.

FISCAL IMPACT:
The financial impact that the above relief measures would have on the General Fund and Housing Successor Fund is unknown because the number of actual requests that may be received are unknown at this time. However, the impact would be short term and eventually paid back over time depending on the payment plan chosen by tenant.

ENVIRONMENTAL ANALYSIS:
This action is exempt pursuant to Section 15061(b)(3) of the Guidelines for the California Environmental Quality Act (CEQA), which states that a project is exempt from CEQA if the activity is covered by the common sense rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. This action would simply authorize modifications to the terms of payment for certain leases affecting City-owned property and Housing Authority loan programs, and there is no possibility that taking this action will have a significant effect on the environment. Therefore, no environmental analysis is required.

PREPARED BY: CYNTHIA LARA, ADMINISTRATIVE SERVICES MANAGER II

REVIEWED BY: JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

SUBMITTED BY: JACOB ELLIS, CITY MANAGER & EXECUTIVE DIRECTOR

File #: 20-0264

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Management Services Department

SUBJECT:
Funding Options for Inclement Weather/ Emergency Shelter Motel Voucher Program.

RECOMMENDED ACTION:
That the City Council:

a. Select a funding option outlined in this agenda staff report.

b. Authorize the City Manager or his designee to execute a First Amendment to the Professional Services Agreement and approval to execute all no-cost and non-substantive amendments between the City of Corona and Kingdom Causes, Inc. DBA City Net, a California Domestic Nonprofit Corporation (City Net). The First Amendment will reflect funding option selected by City Council.

c. Approve extension of Exception to Bid for the City Net Agreement pursuant to Corona Municipal Codes (C.M.C.) 3.08.140 (A) and C.M.C. 3.08.140 (E). Extension period defined by funding option selected by City Council.

d. Authorize the City Manager or his designee to negotiate and execute a contract with the County of Riverside and/or the Riverside Continuum of Care in an aggregate amount not to exceed $100,000 to support the continuation of the City's Motel Voucher Program during the COVID-19 Stay at Home Order.

ANALYSIS:
In an effort to provide inclement weather shelter, meals, and case management services to Corona's homeless residents during the FY 2020 winter season, the Homeless Solutions Coordinator developed a Motel Voucher Program in collaboration with the Homeless Strategic Plan Ad Hoc Committee. Th

program was officially launched on January 13, 2020 with $100,000 in City General Funds allocated to address homelessness in the City of Corona.

City Net was selected to provide contract services given their experience with Motel Voucher Programs. The City Net agreement was originally approved with an Exception to Bid (ETB) justification. Due to the urgent need for an immediate emergency shelter solution, it was in the best interest of the City to waive the bidding process in accordance with Corona Municipal Code (C.M.C) Section 3.08.140(E) for a non-public project: C.M.C. Section 3.08.140 (E) Purpose of bidding is otherwise accomplished when the purchasing agent and the authorized contracting party, with the approval of the City Manager, determine that it is in the best interest of the city and its administrative operations to dispense with public bidding for non-public projects under this chapter.

To ensure that there is continuity of service to meet emergency shelter needs during the COVID-19 health crisis and to comply with legal requirements associated with Martin v. City of Boise, staff recommends that the ETB be extended in accordance with the funding option selected by City Council.

The ETB extension is recommended in accordance with C.M.C Section 3.08.140(E) to serve the best interests of the City and C.M.C. Section 3.08.140 (A) covering emergencies like the COVID-19 pandemic: C.M.C. Section 3.08.140 (A) Emergencies: When the purchasing agent and the authorized contracting party, with the approval of the City Manager, determine that an emergency exists, as defined in § 3.08.010. 3.08.010 Definitions (H) "Emergency" for purposes of public projects shall have that meaning provided in Cal. Public Contract Code §§ 22035 and 22050. "Emergency" for all other purchasing or contracting purposes means a situation which makes competitive bidding, either formal or informal, impractical or not in the best interests of the city.

The motel voucher program was structured to provide flexibility to find available motel rooms and to develop a case management plan and services based upon the needs of each individual or family. Since program inception on 1/13/20, 38 homeless individuals from the City of Corona have been served. The program is currently serving 30 homeless individuals, including seniors, unaccompanied adults, and families with children in 15 motel rooms throughout the City of Corona. To date, 6 homeless individuals have exited the program for longer-term shelter or permanent housing opportunities and 2 individuals have exited the program because of compliance issues.

To date, the average motel cost per night is $72.95, the average supportive service/case management cost is $18.12 per night and the fully loaded program cost per motel room, per night is approximately $91.07. From the date of program inception to the date the $100,000 agreement is anticipated to be spent (approximate three-month period), the program is projected to provide a total of 1,098 motel nights and 1,929 per person bed nights.

The target date for full expenditure of program funds was initially estimated to be 4/8/20; however, based on client exit data, the new target date for full expenditure of program funds is between 4/17/20 - 4/25/20.

Riverside County COVID-19 Motel Program:
On March 23, 2020, the Public Health Department issued a press release indicating that the County would be providing emergency motel housing for unsheltered homeless individuals during the State's order to "stay at home." This temporary housing is part of a regional program that includes case management, medical and wrap-around services.

Eligible unsheltered homeless individuals for this program include those who are 65 and older, pregnant, have a serious chronic health condition such as heart disease, diabetes, or lung disease, or have a compromised immune system.

Because the County's motel program is serving a very specific, high-risk homeless sub-population and must cover an extremely large geographic region, it is difficult to estimate if any or how many of the homeless in the City of Corona will be served. The County received over 400 calls for motel shelter on the first day of operation. Information on how to access the County's motel housing program has been posted to the City's Homeless Solutions Webpage.

Potential County Funding:
To leverage the City's limited funding resources, the Homeless Solutions Coordinator has been collaborating with the County of Riverside Housing and Workforce Department. Staff at the County have indicated that a grant of $34,440 to $68,000 may be available to support the City's motel voucher program during the COVID-19 stay at home order.

County staff members are researching available funding and contract options. If awarded, the grant may be split between two contracts: one with the County of Riverside Housing and Workforce Department and one with the Riverside Continuum of Care. Because the funding details are fluid, staff recommends authorization to execute contracts in an aggregate amount not to exceed $100,000.

Justification to Continue Program:
Justification to continue program activities includes: 1) COVID-19 stay at home order; 2) City's long-term shelter options are still being developed as part of the Homeless Strategic Plan; 3) the five dedicated Path of Life Emergency Shelter beds are not adequate to address the unmet homeless needs in Corona; and 4) there is no guarantee if County grant funds will be awarded.

Funding Options for Council Selection:

1. Allocate $50,000 to extend the program for approximately 1.5 months to serve existing 30 homeless clients. Allow flexibility to serve wait list clients if any existing clients exit program;

2. Allocate $100,000 to extend the program for approximately 1.5 months to serve existing 30 homeless clients and the expand program to serve an additional 30 homeless clients;

3. Allocate $100,000 to extend the program for approximately 3 months to serve existing 30 homeless clients. Allow flexibility to serve wait list clients if any existing clients exit program;

4. Allocate $200,000 to extend the program for 6 months to serve existing 30 homeless clients. Allow flexibility to serve wait list clients if any existing clients exit program;

5. Allocate $200,000 to extend the program for 3 months to serve existing 30 homeless clients and expand the program to serve an additional 30 homeless clients;

6. Alternate ideas and direction from Council.

Any funding received from the County will reduce City general funds allocated to aforementioned funding options as long as the funds are utilized during the COVID-19 stay at home order. Timing of contract execution and the stay at home order will impact timing and expenditure of any potential funds received from the County.

COMMITTEE ACTION:
On March 29, 2020, the Homeless Strategic Plan Ad Hoc Committee concurred with staff recommendations.

STRATEGIC PLAN:
The item supports the City's Strategic Plan Goal 4: Actively Engage in Public and Private Partnerships to Provide Services and Amenities.

FISCAL IMPACT:
In Fiscal Year 2020, the City Council allocated $1,000,000 to address homelessness in the City of Corona. To date, these funds have been used to fund one contract with the Path of Life, two contracts with City Net (Outreach/Engagement and Motel Program), one part-time Homeless Solutions Coordinator, and facility costs associated with the Harrison Shelter facility. The current unexpended balance of the funding is $868,387.72. If the City of Corona does not receive any grant funds from the County or Continuum of Care for COVID-19 and if Council selects the highest funding option of $200,000, there are adequate funds in the budget to support the proposed program activities. If grant funds are awarded to the City of Corona, staff will return to City Council for approval of the associated budgetary actions.

ENVIRONMENTAL ANALYSIS:
No environmental review is required because the proposed action is not a project governed by the California Environmental Quality Act.

PREPARED BY: KAREN ROPER, HOMELESS SOLUTIONS COORDINATOR

REVIEWED BY: SCOTT BRIGGS, PURCHASING SPECIALIST V

REVIEWED BY: KIM SITTON, ACTING ADMINISTRATIVE SERVICES DIRECTOR

SUBMITTED BY: JACOB ELLIS, CITY MANAGER

Attachments:
1. Professional Services Agreement with City Net

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CITY OF CORONA
PROFESSIONAL SERVICES AGREEMENT
WITH KINGDOM CAUSES, INC. DBA CITY NET
(INCLEMENT WEATHER MOTEL VOUCHER - EMERGENCY SHELTER PROGRAM)

1. PARTIES AND DATE.

This Agreement is made and entered into this 13th day of January, 2020 ("Effective Date") by and between the City of Corona, a municipal corporation organized under the laws of the State of California with its principal place of business at 400 South Vicentia Avenue, Corona, California 92882 ("City") and Kingdom Causes, Inc. dba City Net, a California Domestic Nonprofit Corporation with its principal place of business at 4508 Atlantic Ave., # 292, Long Beach, CA 90807 ("Consultant"). City and Consultant are sometimes individually referred to as "Party" and collectively as "Parties" in this Agreement.

2. RECITALS.

2.1 Consultant.

Consultant desires to perform and assume responsibility for the provision of certain professional services required by the City on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing inclement weather motel voucher emergency shelter services to public clients, is licensed in the State of California, and is familiar with the plans of City.

2.2 Project.

City desires to engage Consultant to render such services for the Inclement Weather Motel Voucher Emergency Shelter project ("Project") as set forth in this Agreement.

2.3 Corona Utility Authority.

Consultant understands that the City has entered into a Water Enterprise Management Agreement and a Wastewater Enterprise Management Agreement, both dated as of February 6, 2002, with the Corona Utility Authority ("CUA") for the maintenance, management and operation of those utility systems (collectively, the "CUA Management Agreements"). To the extent that this Agreement is deemed to be a "material contract" under either of the CUA Management Agreements, City enters into this Agreement on behalf of the CUA and subject to the terms of the applicable CUA Management Agreement(s).

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3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional Inclement Weather Motel Voucher Emergency Shelter Program consulting services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules, and regulations.

3.1.2 Term. The term of this Agreement shall be from January 13, 2020 to June 30, 2020 ("Term"), unless earlier terminated as provided herein. Consultant shall complete the Services within the Term of this Agreement, and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the Term of this Agreement one or more times by executing a written amendment pursuant to Section 3.6.8 below (each a "Renewal Term"). The terms "Term" and "Renewal Term" may sometimes be generally and collectively referred to as "Term" in this Agreement.

3.2 Responsibilities of Consultant.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Consultant on an independent contractor basis and not as an employee. Consultant retains the right to perform similar or different services for others during the Term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall also not be employees of City and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

3.2.2 Schedule of Services. Consultant shall perform the Services within the Term of this Agreement, in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference, and in accordance with any other completion schedule or milestones which may be separately agreed upon in writing by the Parties. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, City shall respond to Consultant's submittals in a timely manner. Upon request of City, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

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3.2.3 Conformance to Applicable Requirements. All Services performed by Consultant shall be subject to the approval of City.

3.2.4 Substitution of Key Personnel. Consultant has represented to City that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. In the event that City and Consultant cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. As discussed below, any personnel who fail or refuse to perform the Services in a manner acceptable to the City, or who are determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project or a threat to the safety of persons or property, shall be promptly removed from the Project by the Consultant at the request of the City. The key personnel for performance of this Agreement are as follows: Brad Fieldhouse.

3.2.5 City's Representative. The City hereby designates the City Manager, or his or her designee, to act as its representative for the performance of this Agreement ("City's Representative"). City's Representative shall have the power to act on behalf of the City for all purposes under this Contract. Consultant shall not accept direction or orders from any person other than the City's Representative or his or her designee.

3.2.6 Consultant's Representative. Consultant hereby designates Brad Fieldhouse, or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences, and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.7 Coordination of Services. Consultant agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.2.8 Standard of Care; Performance of Employees. Consultant shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant agrees that all employees and subconsultants shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subconsultants shall have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, including a City Business License, and that such licenses and approvals shall be maintained throughout the Term of this Agreement. As provided for in the indemnification provisions of this Agreement, Consultant shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or

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omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein. Any employee of the Consultant or its sub-consultants who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.9 Laws and Regulations; Employee/Labor Certifications. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work or Services knowing them to be contrary to such laws, rules and regulations and without giving written notice to the City, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold City, its officials, directors, officers, employees, and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.2.9.1 Employment Eligibility; Consultant. By executing this Agreement, Consultant verifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to, the Immigration Reform and Control Act of 1986, as may be amended from time to time. Such requirements and restrictions include, but are not limited to, examination and retention of documentation confirming the identity and immigration status of each employee of the Consultant. Consultant also verifies that it has not committed a violation of any such law within the five (5) years immediately preceding the date of execution of this Agreement, and shall not violate any such law at any time during the Term of the Agreement. Consultant shall avoid any violation of any such law during the Term of this Agreement by participating in an electronic verification of work authorization program operated by the United States Department of Homeland Security, by participating in an equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, or by some other legally acceptable method. Consultant shall maintain records of each such verification, and shall make them available to the City or its representatives for inspection and copy at any time during normal business hours. The City shall not be responsible for any costs or expenses related to Consultant's compliance with the requirements provided for in Section 3.2.9 or any of its sub-sections.

3.2.9.2 Employment Eligibility; Subcontractors, Consultants, Sub-subcontractors and Subconsultants. To the same extent and under the same conditions as Consultant, Consultant shall require all of its subcontractors, consultants, sub-subcontractors and subconsultants performing any work or Services relating to the Project or this Agreement to make the same verifications and comply with all requirements and restrictions provided for in Section 3.2.9.1.

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3.2.9.3 Employment Eligibility; Failure to Comply. Each person executing this Agreement on behalf of Consultant verifies that they are a duly authorized officer of Consultant, and understands that any of the following shall be grounds for the City to terminate the Agreement for cause: (1) failure of Consultant or its subcontractors, consultants, sub-subcontractors or subconsultants to meet any of the requirements provided for in Sections 3.2.9.1 or 3.2.9.2; (2) any misrepresentation or material omission concerning compliance with such requirements (including in those verifications provided to the Consultant under Section 3.2.9.2); or (3) failure to immediately remove from the Project any person found not to be in compliance with such requirements.

3.2.9.4 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.2.9.5 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.2.9.6 Air Quality. To the extent applicable, Consultant must fully comply with all applicable laws, rules and regulations in furnishing or using equipment and/or providing services, including, but not limited to, emissions limits and permitting requirements imposed by the South Coast Air Quality Management District (SCAQMD) and/or California Air Resources Board (CARB). Although the SCAQMD and CARB limits and requirements are more broad, Consultant shall specifically be aware of their application to "portable equipment", which definition is considered by SCAQMD and CARB to include any item of equipment with a fuel-powered engine. Consultant shall indemnify City against any fines or penalties imposed by SCAQMD, CARB, or any other governmental or regulatory agency for violations of applicable laws, rules and/or regulations by Consultant, its subconsultants, or others for whom Consultant is responsible under its indemnity obligations provided for in this Agreement.

3.2.10 Insurance.

3.2.10.1 Time for Compliance. Promptly following the Effective Date of this Agreement, but in no event before Consultant commences any Services under this Agreement, Consultant shall provide evidence satisfactory to the City that it has secured all insurance required under this section. Failure to provide and maintain all required insurance shall be grounds for the City to terminate this Agreement for cause.

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3.2.10.2 Minimum Requirements. Consultant shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Consultant, its agents, representatives, employees or subconsultants. Consultant shall also require all of its subconsultants to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage form number CA 0001, code 1 (any auto), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Consultant shall maintain limits no less than: (1) *General Liability:* $1,000,000 per occurrence for bodily injury, personal injury, advertising injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used including, but not limited to, form CG 2503, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* $1,000,000 per accident for bodily injury and property damage; and (3) *Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Liability limits of $1,000,000 per accident for bodily injury or disease.

3.2.10.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than $1,000,000.

3.2.10.4 Insurance Endorsements. The insurance policies shall contain or be endorsed (amended) to include the following provisions:

(A) General Liability. The general liability policy shall state that: (1) the City, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insured with respect to liability arising out of work or operations performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection therewith (the endorsement form shall be at least as broad as ISO Form CG 20 10 11 85 or both CG 20 37 and one of the following: CG 20 10, CG 20 26, CG 20 33 or CG 20 38); and (2) the insurance coverage shall be primary insurance coverage as respects the City, its directors, officials, officers, employees, agents, and volunteers (the endorsement form shall be at least as broad as ISO CG 20 01 04 13). Any insurance or self-insurance maintained by the City,

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its directors, officials, officers, employees, agents, and volunteers shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(B) Waiver of Subrogation – Workers' Compensation and Employer's Liability Coverage. The insurer shall agree to waive all rights of subrogation against the City, its directors, officials, officers, employees, agents, and volunteers for losses paid under the terms of the insurance policy which arise from work or Services performed by the Consultant.

(C) All Coverages. If Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City is entitled to the broader coverage and/or higher limits maintained by Consultant. Thus, any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

3.2.10.5 Other Provisions; Endorsements Preferred. Consultant shall endeavor to provide endorsements regarding the following provisions, but nonetheless understands, acknowledges and agrees that the following provisions shall apply and that failure to comply shall be considered to be a breach of this Agreement by Consultant:

(A) Waiver of Subrogation – All Other Policies. Consultant hereby waives all rights of subrogation any insurer of Consultant's may acquire against the City, its directors, officials, officers, employees, agents, and volunteers for losses paid under the terms of any insurance policy which arise from work or Services performed by the Consultant. Consultant understands, acknowledges and agrees that this provision is in full force and effect even if the City does not receive a waiver of subrogation endorsement from the insurer.

(B) Notice. Consultant shall either: (1) require its insurer to provide thirty (30) days prior written notice to the City before coverage is suspended, voided, or canceled; or (2) notify City in writing that such notice is not available and forward any notice of such actions to the City within two (2) business days from date of receipt by Consultant. Consultant understands, acknowledges and agrees that this provision is in full force and effect even if the City does not receive a waiver of subrogation endorsement from the insurer.

3.2.10.6 Claims Made Policies. The following provisions shall apply to all policies that provide coverage on a claims-made basis: (A) the retroactive date must be shown and must be before the date on which any Services under this Agreement commence; (B) the insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Project; and (C) if coverage is canceled or not renewed and is not replaced with another claims-made policy with a retroactive date prior to the date on which any Services under this Agreement commence, Consultant must purchase "extended reporting" coverage for a minimum of five (5) years after completion of Project.

3.2.10.7 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require the Consultant to provide proof of ability to pay losses and related investigation,

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claims administration and defense expenses within the deductible or self-insured retention. The deductible or self-insured retention may be satisfied by either the named insured or the City.

3.2.10.8 Acceptability of Insurers. Unless under the circumstances a different rating is otherwise acceptable to the City in its sole and absolute discretion, insurance is to be placed with insurers which are satisfactory to the City and which meet either of the following criteria : (1) an insurer with a current A.M. Best's rating no less than A-:VII and licensed as an admitted insurance carrier in California; or (2) an insurer with a current A.M. Best's rating no less than A-:X and authorized to issue the required policies in California.

3.2.10.9 Verification of Coverage. Consultant shall furnish City with original certificates of insurance, as well as amendatory endorsements or copies of the applicable policy language effecting coverage required by this Agreement. All documents must be received and approved by the City before any Services commence; provided, however, that failure to obtain the required documents prior to the commencement of Services shall not waive Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.2.10.10 Reporting of Claims. Consultant shall report to the City, in addition to Consultant's insurer, any and all insurance claims submitted by Consultant in connection with the Services under this Agreement.

3.2.10.11 Sub-Consultants. All sub-consultants shall comply with each and every insurance provision of this Section 3.2.10. Consultant shall therefore not allow any sub-consultant to commence work on any subcontract to perform any part of the Services until it has provided evidence satisfactory to the City that the sub-consultant has secured all insurance required under this Agreement.

3.2.10.12 Special Risk or Circumstances. The City reserves the right, in its sole and absolute discretion, to modify the requirements of this Section 3.2.10, including limits, based on any of the following: (A) the nature of the risk of the Services; (B) the prior experience of the insured; (C) the rating or other quality or characteristic of the insurer; (D) any special or unique coverage issues; and (E) any other special or unique circumstances.

3.2.11 Safety. Consultant shall execute and maintain its work and Services so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the Services and the conditions under which the Services are to be performed.

3.2.12 Payment Bond. The California Department of Industrial Relations ("DIR") has communicated to the City that there is a possibility that a payment bond may be required for certain services provided in connection with a public works project. Since such a requirement is currently contrary to the industry standard for the services provided by Consultant under this Agreement and since there is no direct legal authority for this position, the City is not requiring the Consultant to provide a payment bond at this time. However, the City hereby

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reserves the right to require the Consultant to obtain and provide a payment bond for some or all of the Project Consultant under this Agreement.

If the City determines that a payment bond is required for the Project pursuant to Civil Code Section 9550 or any other applicable law, rule or regulation, Consultant shall execute and provide to City a payment bond in an amount required by the City and in a form provided or approved by the City. In the event a payment bond is required, the City agrees to compensate Consultant for all documented direct costs incurred by Consultant for such payment bond. The Parties shall memorialize the terms of such additional compensation and any other terms and conditions associated with the payment bond in an amendment to this Agreement.

3.2.13 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.3 Fees and Payments.

3.3.1 Rates & Total Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation, including authorized reimbursements, shall not exceed One Hundred Thousand Dollars ($100,000) ("Total Compensation"), without written approval of City's Representative. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.3.2 Payment of Compensation. Consultant shall submit to City a monthly itemized statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. City shall, within 30 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by City.

3.3.4 Extra Work. At any time during the Term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the Parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City's Representative.

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3.3.5 Prevailing Wages. Consultant is aware of the requirements of Chapter 1 (beginning at Section 1720 et seq.) of Part 7 of Division 2 of the California Labor Code, as well as Title 8, Section 16000 et seq. of the California Code of Regulations ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the Total Compensation is $1,000 or more, Consultant and its subconsultants shall fully comply with the Prevailing Wage Laws for their employees and any others to whom such laws are applicable. Consultant and its subconsultants shall also be responsible for any and all violations and fines imposed on them pursuant to the Prevailing Wage Laws. Pursuant to SB 854, which amended the Prevailing Wage Laws, this Agreement would also be subject to compliance monitoring and enforcement by the California Department of Industrial Relations ("DIR"). Beginning April 1, 2015, no consultant or subconsultant may be awarded this Agreement unless registered with the DIR pursuant to Labor Code Section 1725.5. The City will report all necessary agreements to the DIR as required by the Prevailing Wage Laws. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the Project site. It is most efficient for the Consultant to obtain a copy of the prevailing wages in effect at the commencement of this Agreement from the website of the Division of Labor Statistics and Research of the DIR located at www.dir.ca.gov/dlsr/. In the alternative, Consultant may obtain a copy of the prevailing wages from the City's Representative. Consultant shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.3.6 Apprenticeable Crafts. If the Project is being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, Consultant shall comply with the provisions of Section 1777.5 of the California Labor Code with respect to the employment of properly registered apprentices upon public works when Consultant employs workmen in an apprenticeable craft or trade. The primary responsibility for compliance with said section for all apprenticeable occupations shall be with Consultant.

3.4 Termination of Agreement.

3.4.1 Grounds for Termination. City may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Consultant shall be compensated only for those Services which have been adequately rendered to City, as well as any authorized reimbursable expenses, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.4.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Consultant to provide all finished or unfinished Documents and Data and other information of any kind prepared by Consultant in connection with the performance of Services

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under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.4.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5 Ownership of Materials and Confidentiality.

3.5.1 Documents & Data; Licensing of Intellectual Property. This Agreement creates a non-exclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically, electronically or otherwise recorded or stored, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). All Documents & Data shall be and remain the property of City, and shall not be used in whole or in substantial part by Consultant on other projects without the City's express written permission. Within thirty (30) days following the completion, suspension, abandonment or termination of this Agreement, Consultant shall provide to City reproducible copies of all Documents & Data, in a form and amount required by City. City reserves the right to select the method of document reproduction and to establish where the reproduction will be accomplished. The reproduction expense shall be borne by City at the actual cost of duplication. In the event of a dispute regarding the amount of compensation to which the Consultant is entitled under the termination provisions of this Agreement, Consultant shall provide all Documents & Data to City upon payment of the undisputed amount. Consultant shall have no right to retain or fail to provide to City any such documents pending resolution of the dispute. In addition, Consultant shall retain copies of all Documents & Data on file for a minimum of five (5) years following completion of the Project, and shall make copies available to City upon the payment of actual reasonable duplication costs. In addition, before destroying the Documents & Data following this retention period, Consultant shall make a reasonable effort to notify City and provide City with the opportunity to obtain the documents.

3.5.2 Subconsultants. Consultant shall require all subconsultants to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subconsultant prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or its subconsultants, or those provided to Consultant by the City.

3.5.3 Right to Use. City shall not be limited in any way in its use or reuse of the Documents and Data or any part of them at any time for purposes of this Project or another project, provided that any such use not within the purposes intended by this Agreement or on a project other than this Project without employing the services of Consultant shall be at City's sole risk. If City uses or reuses the Documents & Data on any project other than this Project, it

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shall remove the Consultant's seal from the Documents & Data and indemnify and hold harmless Consultant and its officers, directors, agents and employees from claims arising out of the negligent use or re-use of the Documents & Data on such other project. Consultant shall be responsible and liable for its Documents & Data, pursuant to the terms of this Agreement, only with respect to the condition of the Documents & Data at the time they are provided to the City upon completion, suspension, abandonment or termination. Consultant shall not be responsible or liable for any revisions to the Documents & Data made by any party other than Consultant, a party for whom the Consultant is legally responsible or liable, or anyone approved by the Consultant.

3.5.4 Indemnification. Consultant shall defend, indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, for any alleged infringement of any patent, copyright, trade secret, trade name, trademark, or any other proprietary right of any person or entity in consequence of the use on the Project by City of the Documents & Data, including any method, process, product, or concept specified or depicted.

3.5.5 Confidentiality. All Documents & Data, either created by or provided to Consultant in connection with the performance of this Agreement, shall be held confidential by Consultant. All Documents & Data shall not, without the prior written consent of City, be used or reproduced by Consultant for any purposes other than the performance of the Services. Consultant shall not disclose, cause or facilitate the disclosure of the Documents & Data to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant that is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

3.6 General Provisions.

3.6.1 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective Parties at the following address, or at such other address as the respective Parties may provide in writing for this purpose:

Consultant:
Kingdom Causes, Inc. dba City Net
4508 Atlantic Ave., # 292
Long Beach, CA 90807
Attn: Brad Fieldhouse

City:
City of Corona
400 South Vicentia Avenue
Corona, CA 92882
Attn: Management Services

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Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the Party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.6.2 Indemnification. To the fullest extent permitted by law, Consultant shall defend (with counsel of City's choosing), indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, to the extent arising out of, pertaining to, or incident to any alleged willful misconduct or negligent acts, errors or omissions of Consultant, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Consultant's Services, the Project or this Agreement, including without limitation the payment of all settlement amounts, expert witness fees and attorneys fees and other related costs and expenses. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant. Consultant's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials officers, employees, agents, or volunteers.

3.6.3 Governing Law; Government Code Claim Compliance. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra work, disputed work, claims and/or changed conditions, Consultant must comply with the claim procedures set forth in Government Code Sections 900 et seq. prior to filing any lawsuit against the City. Such Government Code claims and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to extra work, disputed work, claims, and/or changed conditions have been followed by Consultant. If no such Government Code claim is submitted, or if any prerequisite contractual requirements are not otherwise satisfied as specified herein, Consultant shall be barred from bringing and maintaining a valid lawsuit against the City.

3.6.4 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.6.5 City's Right to Employ Other Consultants. City reserves right to employ other consultants in connection with this Project.

3.6.6 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the Parties.

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3.6.6.1 Subconsultants; Assignment or Transfer. Consultant shall not subcontract any portion of the Services required under this Agreement, except as expressly authorized herein, without the prior written approval of the City. Subcontracts, if any, shall include a provision making them subject to all provisions of this Agreement. Consultant shall also not assign, hypothecate or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to subcontract or take any other action not authorized herein shall be null and void, and any subconsultants, assignees, hypothecates or transferees shall acquire no right or interest by reason of such action.

3.6.6.2 Corona Utility Authority. To the extent that this Agreement is deemed to be a "material contract" under either of the CUA Management Agreements, Consultant has no right to terminate this Agreement, either with or without cause, based upon the existence or non-existence of either or both of the CUA Management Agreements. Therefore, if an applicable CUA Management Agreement expires or terminates for any reason, Consultant shall remain fully obligated to perform under this Agreement with the CUA or another third party contracted by the CUA for the maintenance, management and operation of the applicable utility system.

3.6.7 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Consultant include all personnel, employees, agents, and subconsultants of Consultant, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content or intent of this Agreement.

3.6.8 Amendment; Modification. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.6.9 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

3.6.10 No Third Party Beneficiaries. Except to the extent expressly provided for in Section 3.6.6, there are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.6.11 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

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3.6.12 Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Consultant further agrees to file, or shall cause its employees or subconsultants to file, a Statement of Economic Interest with the City's Filing Officer as required under state law in the performance of the Services. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the Term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.6.13 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.6.14 Attorney's Fees. If either Party commences an action against the other Party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing Party in such litigation shall be entitled to have and recover from the losing Party reasonable attorney's fees and all other costs of such action.

3.6.15 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.6.16 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.6.17 Entire Agreement. This Agreement contains the entire Agreement of the Parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both Parties.

[SIGNATURES ON NEXT 2 PAGES]

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CITY'S SIGNATURE PAGE FOR

CITY OF CORONA
PROFESSIONAL SERVICES AGREEMENT
WITH KINGDOM CAUSES, INC. DBA CITY NET
(INCLEMENT WEATHER MOTEL VOUCHER
EMERGENCY SHELTER PROGRAM)

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the date first written above.

CITY OF CORONA

By: DocuSigned by: Jacob Ellis 8CB6AE0895944B4...
Jacob Ellis
City Manager DS KS

Reviewed By:

DocuSigned by: 79EB81958894429...
Karen Roper
Admin Manager IV/Homeless Solutions & Homeless Strategic Planning

Reviewed By:

DocuSigned by: Scott Briggs 7EA1A220C1F949E...
Scott Briggs
Purchasing Specialist V

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CONSULTANT'S SIGNATURE PAGE FOR

CITY OF CORONA
PROFESSIONAL SERVICES AGREEMENT
WITH KINGDOM CAUSES, INC. DBA CITY NET
(INCLEMENT WEATHER MOTEL VOUCHER - EMERGENCY SHELTER PROGRAM)

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the date first written above.

KINGDOM CAUSES, INC. DBA CITY NET
A CALIFORNIA NON-PROFIT CORPORATION

By: DocuSigned by: Brad Fieldhouse FC34C64501E04B5...
Signature

Brad Fieldhouse
Name (Print)

President/Executive Director
Title (Print)
(CEO, President, V.P.)

By: DocuSigned by: Arthur Gray 3FA0AD8C1B534A8...
Signature

Arthur Gray
Name (Print)

Board Secretary
Title (Print)
(Secretary, CFO, Treasurer)

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EXHIBIT "A"
SCOPE OF SERVICES

Consultant promises and agrees to furnish to City all labor, materials, tools, equipment, services, incidental and customary work to fully and adequately operate an Inclement Weather Motel Voucher Emergency Shelter Program for the City of Corona..

Consultant will operate an Inclement Weather Motel Voucher Emergency Shelter Program with the following program components and requirements:

Program Goals and Objectives
City Net will partner with the City of Corona to provide motel voucher emergency shelter to Corona's homeless residents during the winter season. City Net will engage homeless clients with street outreach services and connect clients willing to engage in long-term case management services to work towards the long-term goal of stable housing to short-term bridge housing. The scope of work for this program includes all necessary staff support, materials and supplies, and client services for an all-inclusive contract of $100,000.

Description of Services
City Net will offer motel voucher emergency shelter using the following criteria:

- Short-term shelter in response during the winter season which is often characterized by rainy, cold, and inclement weather;
- Maximum length of stay not to exceed 90 days with average goal of not more than 50 days per client;
- Low barrier entrance criteria;
- Housing-focused case management services providing initial stability for clients as they are assessed for diversion, family reunification, self-resolution of homelessness, and/or connection to appropriate and eligible longer-term housing resources;
- Establishment of goals between client and agency that focus on exits to more permanent forms of housing;
- Referrals to appropriate resource agencies for food, medical care, benefits assistance, legal assistance, etc.;
- Continued participation in program will be contingent on compliance with facility rules and engagement with City Net for individual client case management objectives.

Case Management

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Case management activities include:

- Assessment and intake using the County's Homeless Management Information System (HMIS) and where appropriate the Coordinated Entry System (CES);
- Conducting initial evaluations including, verifying and documenting eligibility;
- Monitoring and evaluating program participant progress;
- Providing information and referrals to other providers as appropriate; and
- Developing an individualized plan for transition from motel shelter to other forms of shelter or stabilized housing.

Transportation

Transportation services to motels will be provided to homeless clients using privately leased vans and/or transportation services.

Critical Incident Policy

City Net will develop a Critical Incident Policy to immediately notify the City Manager and/or his designee of any critical incidents including 911 calls due to illnesses, injuries, deaths, altercations, damages to motel property or other critical issues related to the Motel Voucher Program. City Net will submit a proposed incident report format to the City for approval. In addition to reporting all critical incidents immediately, City Net will include all critical incidents in bi-weekly reports to the City.

Report of Program Activities and Client Outcomes

Due to the short-term nature of this contract, City Net will provide a bi-weekly report of program activities and client outcomes as follows:

- Client demographic information;
- Number of bed nights per client;
- Aggregate total of bed nights for all clients;
- Supportive services provided to each client including meal services, case management, and successful enrollment in other service/benefit programs;
- Name and location of motels participating in program;
- Client status whether enrolled in HMIS and/or HMIS and CES;
- Number of exits from motels to longer-term shelter or housing;
- Number and explanation for exits back to the streets

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EXHIBIT "B"
SCHEDULE OF SERVICES

Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the Inclement Weather Motel Voucher Emergency Shelter Program within the term of this agreement.

Phase One: Approval of Professional Services Agreement, hiring of staff, purchase of required insurance and purchase of supplies for program start-up. Target Dates for Phase One are January 14, 2020 to January 15, 2020 (48-72 hours from contract execution).

Phase Two: Implementation and operation of inclement weather motel voucher emergency shelter program. Submission of bi-weekly and critical incident reports outlined in scope of services. Target Dates for Phase Two are January 15, 2020 to April 30, 2020 (or until funds are depleted).

Phase Three: Close of inclement weather motel voucher emergency shelter program. Meet with City staff to review final program report for contract close-out. Target Dates for Phase Three are April 30, 2020 (or when funds are depleted) to May 31, 2020.

EXHIBIT "C"
COMPENSATION

INITIAL PAYMENT - Upon approval of the Professional Services Agreement and completion of Phase 1, the Consultant will invoice the City of Corona 50% of the total contract.

INVOICE #2 - Upon completion of Phase 2, the Consultant will invoice the City of Corona 40% of the total contract.

FINAL PAYMENT – Upon completion of Phase 3 and resolution of any outstanding issues, Consultant will invoice the City of Corona the remaining 10% of the contract total.

Budget

Category	Description	TOTAL
Motels	at $77/day x 20 clients x 50 days (accounting for exits and partial stays)	$77,000
Pet fees	For deposits and damages	$1,600
Damages		$1,500
Direct Staff	2 case managers (using existing staff)	0
Weekend Coverage	on call as needed	$2,759
Management	executive staff/accounting	$2,250
Transportation	1 van lease/gas/maintenance	$2,000
Client expenses	Food cards/bus passes/emergency supplies/pet supplies, etc.	$2,500
Materials and supplies		$500
Equipment	cell phones/computers	$800
Indirect	At 10%	$9,091
	TOTAL	**$100,000**
Changes to the aforementioned budget line items must be approved by the City of Corona		

File #: 20-0263

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Jacque Casillas, Vice Mayor

SUBJECT: Appointment to the Planning and Housing Commission

Vacancy to the Planning and Housing Commission was posted pursuant to Section 54972 of the Government Code. I will announce my appointment at the April 1, 2020 City Council meeting.

File #: 20-0260

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: City Council Members

FROM: Jim Steiner, Mayor

SUBJECT: City Council discussion of possible future agenda item to address emergency eviction relief measures for residential and commercial tenants impacted by COVID-19 as provided for in the Governor's Executive Order N-28-20 issued on March 16, 2020.

File #: 20-0261

AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION

DATE: 04/01/2020

TO: Honorable Mayor and City Council Members

FROM: Jacque Casillas, Vice Mayor

SUBJECT: City Council discussion of possible future agenda item to request and encourage landlords to consider a moratorium on rent increases for residential and commercial tenants impacted by COVID-19.