



CITY OF CORONA
MITIGATED NEGATIVE DECLARATION

NAME AND DESCRIPTION OF PROJECT:

GPA2022-0004: General Plan Amendment to change the General Plan land use designation of a 0.86-acre parcel from General Commercial (GC) to Light Industrial (LI).

CZ2022-0004: Change of Zone to change the zoning of a 0.86-acre parcel from C-3 (General Commercial) to M-1 (Light Manufacturing).

PROJECT LOCATION: The project site is located on the east side of South Promenade Avenue, approximately 170 feet north of East Sixth Street (Assessor's Parcel Number 115-210-032).

ENTITY OR PERSON UNDERTAKING PROJECT:

Netzer Admati, Johnny Greer
249 Warwick Avenue
South Pasadena, CA 91030

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

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

Date: _____

Mayor
City of Corona

Date filed with County Clerk: _____

CITY OF CORONA INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE: Sixth and Promenade General Plan Amendment and Change of Zone

- **GPA2022-0004:** General Plan Amendment to change the General Plan land use designation of a 0.86-acre parcel from General Commercial (GC) to Light Industrial (LI).
- **CZ2022-0004:** Change of Zone to change the zoning of a 0.86-acre parcel from C-3 (General Commercial) to M-1 (Light Manufacturing).

PROJECT LOCATION: The project site is located on the east side of Promenade Avenue, approximately 170 feet north of East Sixth Street (Assessor's Parcel Number 115-210-032).

FIGURE 1: Locational Map

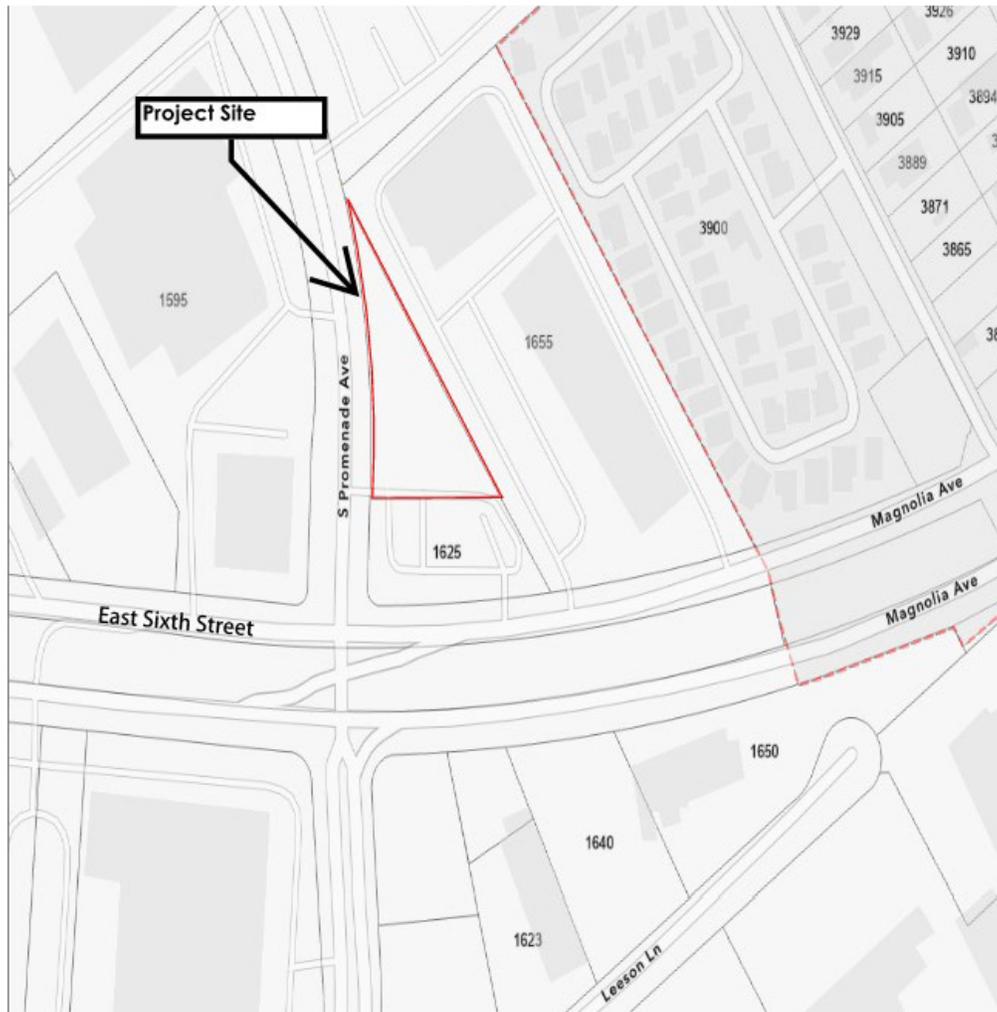
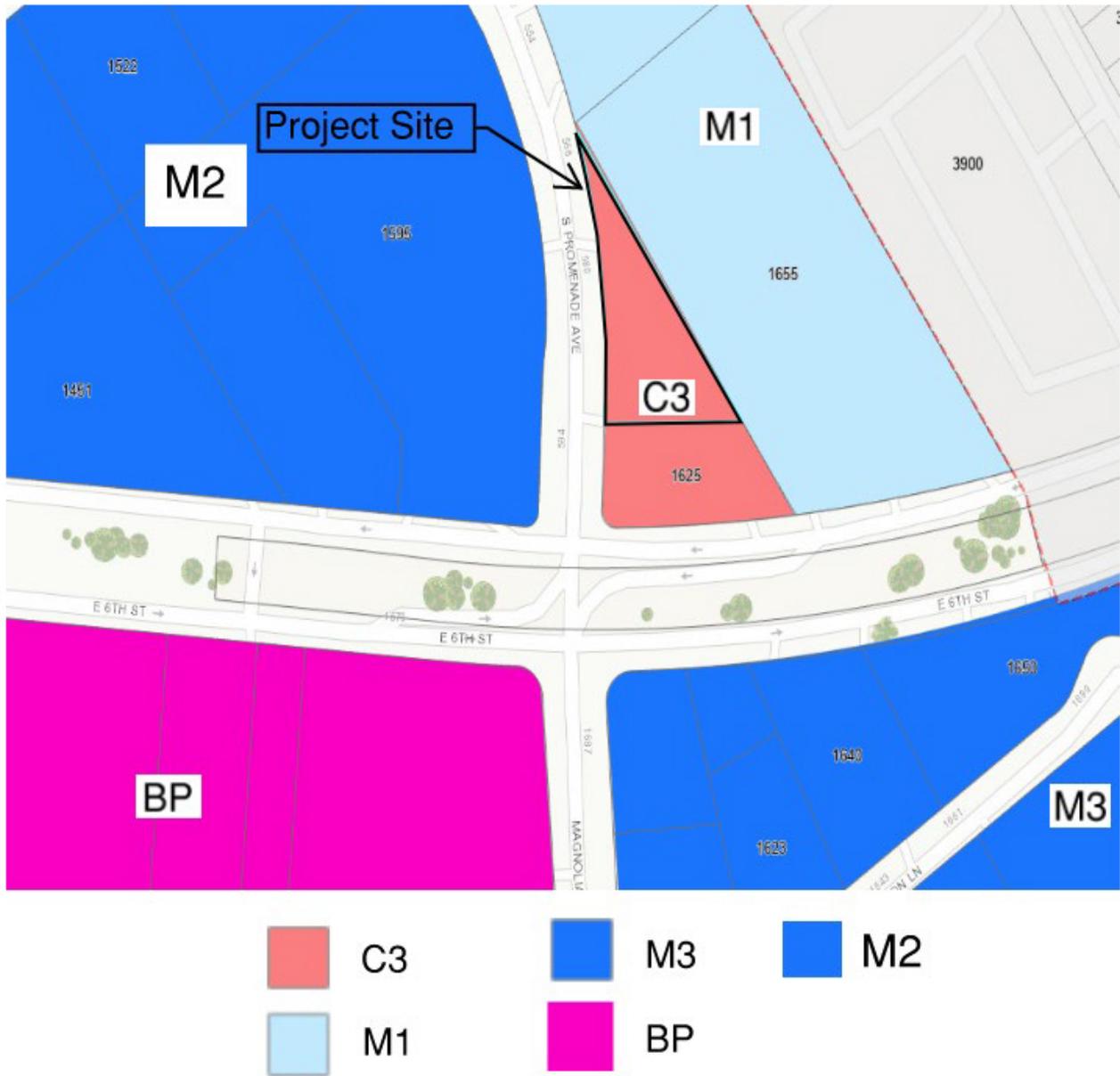


Figure 2b: Existing Zoning Map



ENVIRONMENTAL SETTING:

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced..." (CEQA Guidelines §15125[a]). Because a Notice of Preparation was not required, the environmental setting for the Project is December 4, 2024, which is the date that the Project's environmental analysis commenced.

Site Description: The project site is a triangular-shaped, vacant parcel totaling approximately 0.86 acres. Topographically, the property is relatedly flat, with a slight slope towards the northerly direction. The project site is covered primarily by dirt with weeds located along the perimeters of the site. There is a cluster of trees located on the northernmost portion of the project site.

Site Surroundings: The project site is surrounded by existing developments. Directly to the northeast and east are existing business park office buildings on properties zoned M-1; to the south is a Farmer Boys fast food restaurant with drive-through services on property zoned C-3; and to the west is Promenade Avenue. Located across Promenade Avenue to the west are general manufacturing uses. Table 1 shows the on-site and adjacent land uses, General Plan land use designations, and zoning classifications.

Table 1: Land Uses, Existing General Plan Land Use Designations, and Zoning Classifications

Location	Current Land Use	Existing General Plan Land Use/Zoning Designations
Project Site	Vacant Land	General Commercial (GC)/General Commercial (C-3)
Northeast	Business Park Office	Light Industrial (LI)/Light Manufacturing (M1)
East	Business Park Office	Light Industrial (LI)/Light Manufacturing (M1)
West	Public Street (Promenade Avenue)	Secondary 4 Lane
South	Drive-through Restaurant	General Commercial (GC)/General Commercial (C-3)

Sources: Field Inspection, City of Corona General Plan Land Use & Zoning Map.

GENERAL PLAN \ ZONING:

The project site is currently zoned C-3 and has a General Plan land use designation of GC. The applicant is requesting to change the zoning of the project site from C-3 to M-1. The request also includes changing the General Plan land use designation from GC to LI for consistency with the proposed zone change. The Change of Zone and General Plan Amendment are proposed under applications CZ2022-0004 and GPA2022-0004, respectively. As described in the project description of this report, the intent of the land use change is to facilitate the future development of a light manufacturing building with a maximum floor are of 9,500 square feet.

STAFF RECOMMENDATION:

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: January 30, 2025 Prepared By: Brendan Dalde, Assistant Planner

Contact Person: (951) 739-4918 / Brendan.Dalde@Coronaca.gov

AGENCY DISTRIBUTION

(check all that apply)

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

UTILITY DISTRIBUTION

Southern California Edison

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Southern California Edison
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Third Party Environmental Review
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Quad 4C 472A
Rosemead, CA 91770

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

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

Discussion:

- a. CZ2022-0004 proposes to change the zoning of the entire 0.86-acre project site from C-3 to M-1. The project's companion application GPA2022-0004 proposes to change the General Plan land use designation of the project site from GC to LI for consistency with the proposed M-1 zoning. According to the City's 2040 General Plan, the M-1 zone is one of the zones that implements the General Plan's LI designation. The purpose of the zoning and general plan land use changes is to facilitate the future development of a light manufacturing building with up to 9,500 square feet of floor area on the project site. The future, anticipated use of the project site would be developed per the development standards that are established in the Corona Municipal Code for the M-1 zone. Therefore, the future development of the project site would conform to the proposed M-1 zone and would be consistent with the LI land use designation of the General Plan. No impact would occur.
- b. According to Section 17.44.010 of the Corona Municipal Code (CMC), the proposed M-1 zone for the project site is intended for light manufacturing and industrial uses that are generally passive because the M-1 zone can be established adjacent to residential and commercial areas. According to the General Plan, the proposed LI land use designation is intended to accommodate low intensity, nonpolluting manufacturing uses, including research and development, wholesale and distribution facilities. The project site is surrounded by existing general commercial and light industrial uses. There is a mobile home park in the vicinity; however, this development is separated from the project site by distance and other developments, which provide a buffer between the residential uses and project site. Therefore, the future light industrial use of the project site would be compatible with the surrounding general commercial and light industrial developments and would not conflict with the surrounding land uses. No impact would occur.
- c. The project site is a vacant parcel, located adjacent to South Promenade Avenue and approximately 170 feet north of East Sixth Street. The project site borders light industrial and commercial uses. There are no residential or sensitive land uses adjacent to the project site. As such, the project has no potential to result in the physical division of an existing, established community, and no impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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2. POPULATION AND HOUSING:

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

Discussion:

- a. The project will not induce substantial growth because the proposed zoning for the project site is M-1, which is a light manufacturing use. Residential use is not a permitted use in the M-1 zone. The zone change or General Plan land use change would not result in the displacement of substantial numbers of existing housing or people because the project site is currently vacant. Therefore, no mitigation is warranted as the proposed land use change would not impact population and housing within the city.
- b. See discussion under 2a.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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3. GEOLOGIC PROBLEMS:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Grading of more than 100 cubic yards | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Grading in areas over 10% slope | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantial erosion or loss of topsoil | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Unstable soil conditions from grading | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Expansive soils | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a. Per the City’s GIS Property Information application and the California Earthquake Hazards Zone Application on the California Department of Conservation website, there are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo earthquake fault zone and thus, ground rupture due to faulting is considered unlikely at this site. The project will be subject to city and county local codes, and the latest California Building Code (CBC). Therefore, any potential impacts related to fault/seismic failures would be reduced to less than significant impact and no further mitigation would be necessary.
- b. The potential development of the project site under the M-1 zone would likely involve grading of more than 100 cubic yards. Prior to the development of the project site, the applicant would be required to have a geotechnical investigation report prepared and submitted to the City for review. The future development would be subject to the recommended grading regulations in the geotechnical investigation. Additionally, the future development would be required to adhere to the city’s grading regulations and ordinances to reduce any impacts associated with the

grading process, such as frequent watering of the site and cleaning of haul roads. The applicant's compliance with the above requirements will be ensured upon obtaining grading permits from the city's Development Services Division, thereby resulting in a less than significant impact and, therefore, no additional mitigation would be required.

- c. The subject site is located in an area containing relatively flat terrain. Future development of the project site would be subject to a grading permit. As part of the City's grading permit process, the applicant would be required to have a grading plan prepared in accordance with local codes and regulations and the grading recommendations in the project's geotechnical investigation report. Grading would be implemented in accordance with the approved grading plan and the geotechnical investigation prepared for the development. Therefore, landslides and grading on over 10% slopes are not expected to be an issue. No impacts are anticipated.
- d. Future development of the project would require the movement of on-site soils. Prior to the issuance of grading permits, the applicant would be required to submit to the City detailed grading plans for the project site and would be required to comply with applicable city grading regulations established in the Corona Municipal Code. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed on-site grading. Additionally, the applicant would be required to submit a final Water Quality Management Plan (WQMP) which would identify measures to treat and/or limit the entry of contaminants into the storm drain system. The project is not required to provide additional mitigation measures since it is required to comply with City's grading regulations, and prepare an SWPPP and WQMP. Therefore, impacts associated with soil erosion hazards would be less than significant.
- e. See discussion under Section 3d.
- f. Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Based on laboratory classification and testing by Soil Pacific Inc. (Geotechnical Investigation report, dated January 2022), the soil onsite is expected to have a low expansion potential. Therefore, no further mitigation is warranted with respect to expansive soils.

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

h. Exceed capacity of storm water drainage system

Discussion:

- a. Future development of the project site would increase the area of the impervious surface which will result in an increase in surface runoff. The applicant has submitted a preliminary Water Quality Management Plan (WQMP) prepared by Greystone Engineering Group Inc. (June 7, 2023) to ensure that the project addresses potential water quality impacts. The applicant will be required to implement on site Best Management Practices (BMPs) identified in the preliminary WQMP to minimize pollutant runoff into the City’s storm water drainage system. Some of the BMPs for the project include maintaining landscaping using minimum or no pesticides, irrigation system and landscape design efficiency, trash and waste storage areas to reduce pollutant introduction, and quarterly private street sweeping and parking lot maintenance. The applicant will implement underground storm water detention and infiltration systems on the northerly portion of the project site. Prior to issuance of a grading permit, the applicant will be required to submit a final WQMP to be reviewed by the City’s Planning and Development Department, Development Services Division. This will result in a less than significant impact to water quality and therefore, no further mitigation is required.
- b. Per the city’s Temescal Subbasin Groundwater Sustainability Plan (2022), the project site is within the Temescal Groundwater Basin of the Upper Santa Ana River Valley Basin, Riverside County. The Temescal Groundwater Basin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project’s ability to interfere substantially with groundwater recharge lies within the installation of 28,634-square-foot impermeable surface areas, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin’s total recharge area. The project does not present a loss of permeable surface area for the Temescal Groundwater Basin, therefore, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose the construction of wells or direct pumping of groundwater.
- c. Per the Project’s Hydrology Study (Greystone Engineering Group Inc., January 2025), future development of the project site would result in a similar drainage pattern to the existing condition. The general drainage pattern of the development would be taken by flow to catch basins located throughout the property at low points, and will be directed into an infiltration trench located within the northern portion of the property. The infiltration trench would accept flows from the future building’s roof drains, parking lot, and any proposed concrete flatwork. For emergency purposes, the parkway drain will serve as the 100-year overflow and discharge into South Promenade Avenue existing curb and gutter.

Future development of the site is anticipated to increase the impervious area of the project site by 28,243 square feet. This increase to the impervious area will cause an increased stormwater runoff volume of 0.38 cubic foot per second (cfs). Per the calculations in the hydrology study, this is a less than 5% increase into the City’s existing storm water system draining along South Promenade Avenue. This is considered a negligible increase and a less than significant impact.

- d. See Discussion under Section 4c and 4f.
- e. As described previously, development of the project site would be required to have an approved SWPPP, which would include construction BMP’s to minimize the potential for construction-related sources of pollution. For operations, the applicant would be required to implement source control BMP’s to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Water supplies to the project site are provided by the City of Corona’s Utilities Department (CUD), who receives their primary source of water from the Temescal Basin. The 2020 Urban Water Management Plan for the City of Corona found that there are sufficient water supplies to meet demands during average, single-dry, and multiple-dry years through 2045. As described in Section 12, Utilities, calculations based on population projections using gallons per day per capita determined that the CUD is anticipated to have adequate water supplies available to

serve the proposed Project. Therefore, the Project would result in a less than significant impact on the obstruction or conflict with a groundwater management plan.

- f. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the project site is not within the 100-year or 500-year flood hazard areas. Development of the project site will not result in a flooding hazard, nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.
- g. See discussions under Sections 4c and 4f.
- h. As with all new developments in the City, the applicant would be required to ensure that the runoff generated by the future development of the project site can be intercepted and conveyed to the existing off-site storm drain system, while adhering to regional and local design requirements, including those requirements within the project's WQMP's. Also, the applicant would be required to ensure that flows and capacities to be generated by the future industrial use on the project site do not exceed the capacity of the existing stormwater system and do not increase the potential for on-site or off-site flooding. Therefore, the future industrial development of the project site would not exceed the capacity of the city's storm drain system and no mitigation is warranted.

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

Discussion:

An air quality, greenhouse gas and energy impact study was prepared by RK Engineering Group Inc. (August 13, 2024) for the project to analyze potential air impacts associated with the future development of the project site. The study was based on the assumption that the project site would be developed with a light manufacturing building having a maximum floor area of 9,500 square feet and include 21 onsite parking spaces and one roll-up door. Emissions were calculated using California Emissions Estimator Model Version 2022.1.1. (CalEEMod), approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria air pollutants and GHG emissions during the construction and operation of the project. The following discusses the project's compliance with air quality plans and potential short-term and long-term air quality impacts.

- a. The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. SCAQMD governs air quality within the Basin as required by the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. At the state level, air quality is regulated by the California Air Resources Board (CARB) and at the federal level it is the U.S. Environmental Protection Agency (EPA). The project would be subject to SCAQMD's 2022 Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The AQMP is based on projections originating with county and city general plans. Development of the project site with the proposed industrial uses requires the approval of

the change of zone and general plan amendment so the land use be consistent with the City of Corona General Plan, therefore development of the project site would not conflict with the AQMP as the project, upon approval of the change of zone and general plan amendment would be consistent with the AQMP. Therefore, no impacts would occur with respect to AQMP implementation, and no mitigation is warranted.

- b. See discussion under Section 5.c.
- c. The project’s air quality, greenhouse gas and energy impact study analyzed short-term (construction) and long-term (operational) air impacts associated with the proposed project. The following discusses the proposed impacts.

Short-term Impacts Short-term air quality impacts are typically associated with grading and construction of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and motor vehicles of the construction crew.

Construction of the project is estimated to begin in the year 2026 and is anticipated to be operational in 2027. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating. Any project with daily regional emissions that exceed any of the regulated thresholds should be considered as having an individually and cumulatively significant air quality impact. Construction activities would include site preparation, grading, building construction, paving, and the application of architectural coatings. Construction equipment would include excavators, graders, dozers, tractors, a water truck during grading; cranes, forklifts, generators, tractors, welders during building construction; pavers, mixers, rollers and paving equipment during paving, and air compressors during architectural coatings.

These activities would result in emissions of VOC, NOx, CO, SO2, PM10, and PM2.5 which have regional significance thresholds governed by the SCAQMD. During construction, the project is expected to comply with the regulatory construction requirements under the SCAQMD Rules. Also the future development on the project site would be required to comply with the construction design features identified in the air quality study as DF-1 through DF-9:

DF-1	<p>Follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:</p> <ol style="list-style-type: none"> 1. All active unpaved construction areas shall be watered two (2) times daily. 2. Speed on unpaved roads shall be reduced to less than 15 mph. 3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes. 4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily. 5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph. 6. Access points shall be washed or swept daily. 7. Construction sites shall be sandbagged for erosion control. 8. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114. 9. Pave or gravel access points and use track-out grates. 10. Replace the ground cover of disturbed areas as quickly possible.
DF-2	Construction equipment shall be maintained in proper tune.

DF-3	All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
DF-4	Minimize the simultaneous operation of multiple construction equipment units.
DF-5	The use of heavy construction equipment and earthmoving activity shall be suspended during Air Alerts when the Air Quality Index reaches the “Unhealthy” level.
DF-6	Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
DF-7	Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors.
DF-8	Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
DF-9	Utilize zero VOC and low VOC paints and solvents, where feasible.

The project’s estimated maximum daily construction emissions are summarized below in Table 5-A. As shown, emissions resulting from project construction would not exceed the SCAQMD regional thresholds of significance for regulated pollutants. Therefore, a less than significant impact would occur, and no mitigation is required.

TABLE 5-A: Construction-Related Regional Pollutant Emissions

Daily Construction Emissions						
Maximum Daily Emissions (lbs/day) ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	0.56	5.05	5.92	0.01	0.54	0.28
Grading	1.32	12.64	11.89	0.02	2.77	1.58
Building Construction	0.61	6.01	7.33	0.01	0.35	0.28
Paving	0.89	4.61	6.78	0.01	0.44	0.25
Architectural Coating	19.02	0.91	1.21	0.00	0.04	0.03
Maximum¹	19.02	12.64	11.89	0.02	2.77	1.58
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

¹ Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

Long-term Impacts

Long-term air quality impacts are associated with the on-going operation of the proposed project, these impacts will result in emissions of VOC, NOX, CO, SO2, PM10 and PM2.5. Operational emissions would be expected from the following three sources related to the long-term operations of the proposed project:

- Mobile source emissions (project vehicle trips)
- Area source emissions (usage of natural gas, landscape equipment, and architectural coatings)

- Energy usage emissions (usage of electricity and natural gas for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics)

The mobile, area, and energy usage sources are calculated using CalEEMod. CalEEMod utilized the proposed land use and then estimates the worst-case air quality emissions from worst-case trip generations. Also, emissions are calculated using the State of California EMFAC (Emission Factor) 2017 model, which is built into the CalEEMod. Estimates are provided for both the Summer and Winter operational months. The study assumes that the future development on the project site would implement the design features identified in the study as DF-10 and DF-11:

DF-10	The project will garner a minimum of 100 points on the City of Corona CAP Screening Tables for Commercial Land Uses by implementing various building construction techniques and GHG reduction measures. See Appendix B for CAP Screening Tables.
DF-11	The project will comply with the mandatory requirements of the California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (CALGreen), including, but not limited to: <ul style="list-style-type: none"> • Install low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf. • Provide the necessary infrastructure to support electric vehicle charging.

Table 5-B shows the maximum daily pollutant emissions created from the project’s long-term operations would not exceed the SCAQMD thresholds for VOC, NO_x, CO, SO₂, PM₁₀ and PM_{2.5}. Therefore, this would be less than significant, and no mitigation is required.

Table 5-B: Regional (Long-Term) Operational Pollutant Emissions

Daily Operational Emissions						
Maximum Daily Emissions (lbs/day) ^{1,2}						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources	0.23	0.31	2.64	0.01	0.22	0.04
Energy Sources	0.30	0.00	0.41	0.00	0.00	0.00
Area Sources	0.01	0.11	0.09	0.00	0.01	0.01
Total	0.54	0.42	3.14	0.01	0.23	0.05
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

¹ Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

² CalEEMod emissions reports are provided in Appendix A.

d. LSTs

A Localized Significance Thresholds (LSTs) analysis was conducted for the project. LST analyses are applicable to project sites that are five acres or less per SCAQMD. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Regional Board (CARB), which establishes ambient air quality standards for major pollutants to protect public health, has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65 years of age, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest

sensitive receptors to the project site include a mobile home park located approximately 305 feet northeast. Per the air quality analysis, none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant impact would occur, and no mitigation is warranted.

e. The potential for the future development on the project site to generate short-term and long-term, objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants • Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The proposed M-1 zone on the project site permits certain light manufacturing uses including food processing plants; however, the CMC requires all operations and activities associated with a business to be contained entirely inside a building. Therefore, any future uses proposed on the project site is not expected to emit objectionable odors.

Potential odor sources associated with the future construction of the project site may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

It is expected that refuse generated by the future use of the project site would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The future development would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the future construction and operations of the project site would be less than significant and no mitigation is required.

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

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e. Change in air traffic patterns | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Traffic hazards from design features | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Emergency access | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Conflict with alternative transportation policies | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a. The applicable programs, plan, ordinances or policies addressing the circulation system are the City’s General Plan, City of Corona Municipal Code (CMC), City of Corona Traffic Impact Analysis Guidelines and the Riverside County Congestion Management Plan. Future development on the project site would be required to comply with all applicable provisions of the CMC ordinances related to the circulation system, including, but not limited to Title 12 (Streets, Sidewalks, and Public Places) and Chapter 16.23 (Development Impact Fees). Additionally, the development would not conflict with the applicable policies in the City’s General Plan.

Furthermore, per the project’s Project Trip Generation and VMT Screening Memorandum (RK Engineering, June 5,2023), the anticipated future development is expected to generate approximately 45 vehicle trips per day, with 6 vehicle trips in the AM peak hour and 7 vehicle trips per day in the PM peak hour. After the application of appropriate passenger car equivalent (PCE) factors, the development is expected to generate approximately 52 PCE trips in the AM peak hour and 7 PCE trips in the PM peak hour. Per the City of Corona Traffic Impact Analysis Guidelines, dated July 2006, a full traffic impact analysis would be required if the project is expected to generate 50 or more AM and PM peak hour trips. Since the future development is expected to generate less than 50 trips in the AM and PM peak hours, the development is not expected to result in significant adverse impacts on the operations of the roadway network and intersections.

Accordingly, the future development on the project site would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.

- b. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHG emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines that became effective on July 1, 2020, and requires that Vehicle Miles Traveled (VMT) be evaluated for impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for its evaluation.

The City of Corona Vehicle Miles Traveled (VMT) Analysis Guidelines lists screening thresholds to determine if land use projects would require a VMT assessment. The City’s Guidelines also provide criteria for projects that could screen out further analysis and would be considered to have a less-than significant impact on VMT. If a Project meets one of the criteria below, it is considered to have a less than significant impact on VMT and does not require further analysis.

1. The Project serves the local community.
2. The Project is located within a Transit Priority Area (TPA).
3. The Project is located in a low VMT generating VMT generating model traffic analysis zones (TAZs).

Based on the Governor’s Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018), Screening Criteria 1 includes a local serving retail projects of up to 50,000, and Screening Criteria 2 is defined as a ½ mile radius around an existing or planned major transit stop or an existing stop along a high-quality transit corridor. The City’s TPA, as determined by the Southern California Association of Governments (SCAG), consists of approximately ½ mile measured along both sides of SR-91.

The project site meets Screening Criteria 2, because the project site is located within the City's TPA. Also, according to the Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA, projects that generate or attract fewer than 110 trips per day may be assumed to cause a less-than-significant transportation impact without the need for a detailed analysis. As mentioned under Section 6a of this MND, the future development on the project site is expected to generate 52 daily vehicle trips. As such, a VMT analysis is not required for the project. The potential VMT impacts associated with the future use on the project site are presumably less than significant. Therefore, no mitigation is warranted.

- c. As discussed in Section 6b, the City of Corona Vehicle Miles Traveled (VMT) Analysis Guidelines lists screening thresholds to determine if land use projects would require a VMT assessment. The City's Guidelines also provide criteria for projects that could screen out further analysis and would be considered to have a less than significant impact on VMT. The project is located in a TPA, thus, the project does not require further VMT analysis. As such, impacts related to VMT, including total daily VMT per service population, would be less than significant.
- d. See discussions under 6b.
- e. The nearest airport to the project site is the Corona Municipal Airport, located approximately 4.0 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.
- f. The improvements within the public right-of-way adjacent to the project site is currently improved with roadway pavement, curb and gutter, and a six-foot wide sidewalk. There is currently no landscaping parkway adjacent to the project site. The future development on the project site would be required to construct the missing public right-of-way improvements, such as the missing landscape parkway to meet city standard as part of its development. Additionally, the access, internal circulation, and surrounding circulation associated with the future development on the project site would be required to be designed per city standards and approved by the City Traffic Engineer for traffic hazards. Therefore, no impacts are expected.
- g. The future development on the project site would be required to incorporate adequate access to meet the City's Fire Department for emergency access; therefore, no impacts are expected.
- h. Public transportation services within the City and near the proposed Project are provided by the Riverside Transit Authority (RTA) and the Corona Cruiser Red and Blue Lines. The closest public transit facility stop is 0.1 miles south on East Sixth Street & Promenade Avenue/Magnolia Avenue and 1650 East Sixth Street and Magnolia Avenue for the Corona Cruiser Blue Line. The applicant is not proposing any improvements that would conflict with the Blue Line or any future transit route in the area. The preceding information demonstrates that development of the project site would not conflict with a program, plan, or ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, impacts would be less than significant.

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

f. Conflicts with any habitat conservation plan

Discussion:

- a. The City of Corona participates in the Multiple Species Habitat Conservation Plan (MSHCP) which is a habitat conservation plan for Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The project site is located within the MSHCP area. However, the project site is not within any MSHCP designated Criteria Areas or Subunits. The Project site is also not located within plan-defined areas requiring surveys for criteria area species, narrow endemic species, amphibian species, or mammalian species, including burrowing owl. The Project Applicant is required to pay applicable mitigation fees related to the MSHCP. This fee will be used to acquire and preserve vegetation communities and natural areas, which are known to support these sensitive species. Therefore, development of the project site is not anticipated to have impacts to endangered species or habitat and further mitigation is required.
- b. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as “lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year. The project site is comprised of a 0.86-acre vacant parcel that is relatedly flat with no depressions. Furthermore, the project site is located in a development area surrounded by commercial and industrial buildings, and roadways. The project site is vacant and does not contain shrubs, freshwater sources or wetlands. Therefore, no impacts to riparian habitat or sensitive natural communities are anticipated. Therefore, development of the project site would result in no impacts to riparian habitat or sensitive natural communities.
- c. See discussion under 7b.
- d. The project site is vacant and surrounded by existing developments and a secondary-4-lane roadway. The project site is primarily covered by dirt with weeds along the perimeters of the site. There is a cluster of trees that are located on the most northern portion of the project site. Although it is unlikely that wildlife would utilize the project site as a wildlife corridor, there is a possibility for the existing trees to support nesting birds during the nesting season. To prevent impacts to nesting birds, the project Conditions of Approval require the applicant to submit a pre-construction nesting bird survey prepared by certified biologist to the Planning and Development Department confirming the absence of nesting birds. The survey shall be submitted prior to ground disturbance. If nesting birds are confirmed onsite, then the applicant and City shall follow the protocols that are recommended by the project biologist. Compliance with this condition of approval would reduce impacts to less than significant. As such, no further mitigation is warranted. Therefore, impacts would be less than significant.
- e. See discussion under 7a.
- f. See discussion under 7a.

8. MINERAL RESOURCES:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Loss of mineral resource or recovery site

Discussion:

- a. Per Figure 4.2 of the 2020-2040 General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resources site. Therefore, impacts to mineral resources is anticipated and no mitigation is necessary.

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

Discussion:

- a. A Phase I Environmental Site Assessment (Phase I ESA) was conducted for the project site by ENCON Solutions, Inc. (January 27, 2011), to evaluate the physical conditions of the project site and to uncover any hazardous waste that may have previously been used, treated, stored, or disposed on the project site. The site is not listed in any federal or state-reported environmental databases related to underground storage tanks, hazardous waste generation, or hazardous material releases. A field visit of the site was conducted by Property Solutions, Inc. No pits, ponds, lagoons, swales, or surface impoundments potentially containing hazardous materials were observed on the property. No above or underground storage tanks were observed during the site visit. No other potential issues of concern such as asbestos, PCB-containing materials, solid waste, or hazardous materials were observed. Therefore, impacts related to accidental release of hazardous materials is not expected and no mitigation is required.
- b. See discussion under Section 9a.
- c. The nearest schools to the project site are Home Gardens Academy and Corona Ranch Elementary School. Home Gardens Academy is located approximately 0.50 miles east of the project site. Corona Ranch Elementary School is located approximately 1.41 miles north of the project site. The schools are separated from the project site by existing residential, industrial and commercial developments, and roadways. Also, development of the proposed project would not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, this would be a non-issue and no mitigation is required.
- d. See discussion under Section 9a.
- e. The nearest airport to the project site is the Corona Municipal Airport, located approximately 4.0 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is

warranted.

- f. The project site is not located in proximity to the Cleveland National Forest, nor is it considered an area that can be described as a wildland area. The project site is an infill site located within an urbanized area. Due to the urbanized nature of the surrounding area, the proposed development would not be considered at high risk for fire hazards. Furthermore, all development within the City of Corona is required to comply with all fire code requirements associated with adequate fire access, fire flows, sprinklers, and number of hydrants. Therefore, the project would have no impact and no mitigation is required.
- g. See discussion under Section 9f.

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

Discussion:

- a. The Noise study for the light industrial project was prepared by RK Engineering Group, Inc. dated August 13, 2024, to analyze construction noise impacts associated with the potential development of a 9,500 square foot light manufacturing building on the project site. The following discussions are based on the findings of the noise analysis.

Short-term (Construction) Noise Impact

Construction of the project would include preparation, grading, paving, building, construction and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase which has the potential to create the highest levels of noise. Therefore, construction would be short-term and, but can be reduced to a less than significant level by the city's Municipal Code. Per CMC Chapter 17.84, construction activities are prohibited between the hours of 8:00 p.m. to 7:00 a.m. Monday through Saturday, and 6:00 p.m. to 10:00 a.m. on Sundays and Federal holidays. This would prevent nuisance noise impacts during sensitive time periods for the neighboring commercial and business park properties. Also, there are no sensitive land uses immediately adjacent to the project site that would be impacted by construction noise associated with the project site. Also, the future development on the project site would be required to comply with the construction design features identified in the air quality study as DF-3 through DF-5 (also provided herein). Therefore, construction noise impacts would be less than significant.

DF-3	<p>Construction-related noise activities shall comply with the requirements set forth in the City of Corona Municipal Code Chapter 17.84.040.</p> <p>1. Construction shall not occur between the hours of 8:00 p.m. and 7:00 a.m. Monday through Saturday;</p>
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	2. Construction shall not occur between the hours of 6:00 p.m. and 10:00 a.m. on Sundays and federal holidays.
DF-4	During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
DF-5	Locate staging area, generators, and stationary construction equipment as far from any adjacent sensitive receptors as reasonably feasible.

Long-term (Operational) Noise Impacts

Long-term noise impacts associated with the project would be generated from parking lot noise (car engines, doors closing and opening), mechanical HVAC equipment. The project is subject to the City’s noise standards for stationary noise under CMC Section 17.84.040(C). The stationary noise standards are shown in Table 5. The nearest sensitive receptors to the project site are Approximately 305 feet northeast of the project site’s northeast boundary is the Park Lane Mobile Home Estates which is located in an unincorporated area within Riverside County. There are also existing industrial buildings located approximately 43 feet northeast and 130 feet northeast of the project site. The study assumes that the future development on the project site would implement the design features identified in the study as DF-1 and DF-2:

DF-1	All future HVAC equipment will be fully shielded behind the rooftop parapet walls from the line of sight of adjacent properties.
DF-2	A new 6-foot-high concrete masonry unit (CMU) block wall will be installed along the eastern property line, adjacent to the loading area, to screen neighboring uses from noise caused by on-site truck loading activities.

Table 10-A: Corona Stationary Noise Standards

**City of Corona
Stationary Noise Source Standards¹**

Land Use	Maximum Allowable Noise Level	
	7 a.m. - 10 p.m.	10 p.m. - 7 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA
Commercial Uses	65 dBA	60 dBA

¹ Corona Municipal Code Section 17.84.040 (C)(2).

Operational noise associated with the future light manufacturing use on the project site is not anticipated to be impactful to the surrounding sensitive receptors because the project site is separated from the sensitive receptors by distance and structures (i.e., buildings) which would help to minimize noise emitted from the project site. All mechanical units will be placed either indoors or on the rooftop behind parapet walls which would help to minimize noise. All operations would be conducted indoors, except for the delivery which would involve vehicles driving to and from the dock and doors opening and shutting. Noise generated from the development would not be as noticeable due to the existing ambient noise from the adjacent and nearby streets (i.e., transportation noise), from the adjacent Farmer Boys restaurant (i.e., drive-through activities, parking lot noise) and from the surrounding industrial uses (i.e., loading activities, parking lot noise). Therefore, operational noise impacts are not expected to exceed the City’s exterior noise limits measured at the sensitive receptors.

Construction of the project site may result in temporary ground vibration caused by the operation of construction

equipment. Per RK Engineering, no historical or fragile buildings are known to be located in the vicinity of the project site. RK Engineering recommends certain project design features to be implemented at the time of construction. With the implementation of these design features, coupled with no known fragile buildings in the vicinity, RK Engineering concluded that construction vibration associated with the project site is not expected to be an issue.

Therefore, impacts related to noise levels and vibration are anticipated to be less than significant and no mitigation is warranted.

- b. See discussion under 10a.
- c. See discussion under 10a.
- d. See discussion under 10a.
- e. The nearest airport to the project site is the Corona Municipal Airport, located approximately 4.0 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore does not conflict with the ALUCP and no mitigation is warranted.

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

Discussion:

- a. The Corona Fire Department (CFD), Station 4, will provide all emergency and medical aid calls to the project site. Fire Station 4 is located at 225 E. Harrison Street, approximately 2.5-mile from the project site, and is equipped with a paramedic fire engine company, a paramedic fire truck company, a water tender, and a reserve fire engine. A total of two, eight-person suppression crews staff the fire station 24 hours a day. Average response time to the project site is estimated to be approximately five minutes including travel time and turn-out time. Therefore, response times to the project site will not be impacted and the project does not require the construction of new fire protection facilities.
- b. The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 200 employees, including officers and support staff and is stationed at 730 Corporation Yard Way which is approximately 3.7 miles from the project site. The City's police patrol officers work assigned zones throughout the city. The project site is within zone 2 of the Corona Police Patrol Zone; therefore, officers responding to the project site can come from either the city's police station or from their assigned zone while on patrol. Therefore, police services are not anticipated to be impacted by the proposed project and the project does not require the construction of new police protection facilities.
- c. The proposed light industrial land use change will not generate student enrollment in the Corona Norco Unified

School District. As part of the development impact fees, the project applicant is required to pay school fees based on the square footage of the project at the time of building permits issuance. Therefore, with the required school fee payment to the school district, no additional mitigation is necessary.

- d. To offset the project’s potential impact on existing city services, such as streets, parks, library services, police and fire services, the project applicant is required by Corona Municipal Code Chapter 16.23 to pay the adopted development impact fees that are in effect at the time of building permit issuance to offset the added services and infrastructure demands resulting from this project. Therefore, no additional mitigation is warranted beyond the requirement to pay development impact fees.
- e. See discussion under 11.d.

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

Discussion:

- a. At the time of development, the City’s Utilities Department would require the development to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the development. All water and sewer facilities are required to be designed per the standards of the Utilities Department and Riverside County Department of Health Services and will be reviewed by the Utilities Department during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the future development on the project site and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.
- b. See discussion under 12a.
- c. The project does not require the construction of additional storm drains or expansion of existing storm drains. The city’s existing storm drains have sufficient capacity to receive flows from the project site. Therefore, no impacts are expected.

- d. According to the City of Corona 2020 Urban Water Management Plan (UWMP), the Utilities Department receives water supplies from three sources: treated surface water, untreated surface water, and desalinated brackish groundwater. Further, through a combination of these resources, the UWMP indicates that the City has the ability to meet current and projected water demands through 2045 during normal, historic single-dry and historic multiple-dry year periods (UWMP 2020). The UWMP applied SCAG future population projections to estimate overall water demand from 2020 to 2025 throughout the City for all land use types (e.g., residential, commercial, industrial). According to the UWMP, water use for commercial/industrial was 2,944 acre-feet (AF) in 2020 and was projected to increase by approximately 134 AF resulting in a projected amount of 3,078 AF in 2025 (UWMP 2020). The future industrial development on the project site would limit water use by inclusion of low-flow plumbing and irrigation fixtures pursuant to the California Title 24 requirements and would comply with City permits and fees as necessary. Therefore, there would be sufficient water supplies available to serve the future development on the project site, and impacts would be less than significant.
- e. See discussion under 12a.
- f. Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, impacts would be less than significant and no mitigation is required.
- g. The future industrial development on the project site would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the development would be required to comply with all standards related to solid waste diversion, reduction, and recycling during its construction and operation. Therefore, the development of the project site is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste. No mitigation is warranted.

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

Discussion:

- a. The project site is not near, nor visible from, any state scenic highway. The closest Officially Designated State Scenic Highway is a portion of State Route 91 (SR-91) located approximately 1.66 miles northwest of the Project

site. The closest Eligible State Scenic Highway is State Route 15 (SR-15) which is located approximately 1.0 miles southwest of the Project site. Therefore, project impacts to scenic highways would be less than significant.

- b. The project site is currently vacant and unimproved. Future development of the project site would improve the aesthetic conditions of the site due to the introduction of landscaping, paved parking lots, perimeter walls in appropriate locations, paved access, necessary public improvements (sidewalk, parkway landscaping, curb and gutter) adjacent to the project site, and modern building elevations that comply with the City’s Industrial Development Design Guidelines. The building would be required to be set back from the street to meet the minimum landscape setback distance prescribed by the M-1 zone standards, which would reduce the visibility of the building from South Promenade Avenue. New landscaping would enhance the site and soften the building mass. The site planning, parking lot design, fencing and landscaping would be required to comply with the development standards that are established in the CMC for the M-1 zone. Therefore, development of the project site would not result in the degradation of the visual character of the site and surroundings. Impacts would be less than significant.
- c. It is anticipated that the future building on the project site would have exterior lighting fixtures for aesthetic, visibility, safety, and security purposes. The area contains existing street light poles along both sides of South Promenade Avenue and East Sixth Street and lighting from the adjacent commercial and light industrial parking lots. Lighting from the project site is not expected to be a nuisance to nearby uses as ambient lighting exists in the area and there are no sensitive land uses adjacent to the project site that would be impacted by lighting within the project site. Additionally, all development in the City would be subject to CMC Section 17.84.070, which requires all areas of exterior lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. Therefore, future development of the project is not expected to cause glare effects on nearby uses and no mitigation is warranted.
- d. The project site is not located adjacent to any forest lands or historic buildings. Therefore, the project would not impact scenic resources and no mitigation is warranted.

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

Discussion:

- a. The California Register of Historical Resources defines a “historical resource” as a resource that meets one or more of the following criteria: 1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; 2) associated with the lives of persons important to local, California, or national history; 3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or 4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Duke Cultural Resource Management (September 13, 2023), conducted an historical/archaeological resources records search, initiated a Native American Sacred Lands File search, pursued historical background research, and carried out an intensive-level field survey. The purpose of the records search was to compile an inventory of previously identified cultural resources and existing cultural resources studies within a one-half mile radius of the

Project location. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory. Through the various avenues of research, this study did not encounter any “historical resources” within or adjacent to the Project area. On August 10, 2023, Duke CRM archaeologists carried out a field survey of the Project area. The ground surface in the entire Project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years or older). Ground visibility was moderate to poor throughout the Project, with excellent visibility in the central part of the Project where recent discing had occurred.

The field survey found no prehistoric or historical age cultural resources within the property. A total of 10 cultural buildings were identified within ½ mi. of the project site and majority of historic age buildings. The project is assessed to have a low sensitivity for prehistoric-era cultural resources therefore there is no historical significance as it relates to CEQA. No other prehistoric or pre-contact artifacts were found.

- b. See discussion under 14a.
- c. On May 15, 2023, Duke CRM requested a records search from the Western Science Center (WSC) and responded that there are no paleontological resources within a 1-mile radius. Furthermore, DUKE CRM performed a search of the University of California Museum of Paleontology collections and other published literature for a 3-mile radius for fossil localities in similar deposits and there were no localities were found to have produce paleontological remains. Upon their research and field survey there was no identification of paleontological resources on the surface of the project. However, Per Figure HR-1, Sensitive Paleontological Resources, of the City of Corona General Plan, the project site is identified as having a low to high sensitivity potential for the presence of fossils. Also, per the Cultural and Paleontological Resources Assessment prepared by DUKE CRM for the project, the project site is considered to have a high sensitivity for paleontological resources at depths exceeding four (4) feet. Ground disturbances associated with the future development of the project site is anticipated to be to a maximum depth of five (5) feet, which would result in potentially significant impacts to the paleontological resources according to CEQA. Therefore, DUKE CRM recommends paleontological construction monitoring during any ground disturbance involving a depth greater than four (4) feet within the project site [**Mitigation Measure CUL-1**]. With implementation of these measures, potential impacts to paleontological resources would be reduced to less than significant levels.
- d. In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. Therefore, **Mitigation Measure CUL-2** has been recommended. With implementation of these measures, potential impacts to paleontological resources will be reduced to less than significant levels.

Mitigation Measures

- CUL-1 Prior to the issuance of a grading permit, the applicant shall provide evidence to the Planning and Development Department that a paleontological monitor has been retained and will be present at the project site during all ground disturbance activities below four (4) feet in depth. The monitor shall work under the direct supervision of a qualified paleontologist (B.S./B.A. in geology or related discipline with an emphasis on paleontology and demonstrated competence in paleontological research, field work, reporting and curation).
1. The qualified paleontologist shall be on-site at the pre-construction meeting to discuss monitoring protocols.

2. The paleontological monitor shall be present full-time during initial ground disturbance below 4 feet in depth within the Project, including but not limited to grading, trenching, utilities, and off-site easements. If, after excavation begins, the qualified paleontologist determines that the sediments are not likely to produce fossil resources, monitoring efforts shall be reduced.
3. The monitor shall be empowered to temporarily halt or redirect grading efforts if paleontological resources are discovered.
4. In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.
5. In consultation with the qualified paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly mapped, documented, removed, and the area cleared.
6. If the discovery is significant the qualified paleontologist shall notify the CLIENT and CITY immediately.
7. In consultation with the CLIENT and CITY the qualified paleontologist shall develop a plan of mitigation which will likely include full-time monitoring, salvage excavation, scientific removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find.

CUL-2

In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

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

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

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

Discussion:

- a. The Williamson Act is a Statewide mechanism for the preservation of agricultural land and open space land. The Act provides a comprehensive method for local governments to protect farmland and open space by allowing lands in agricultural use to be placed under contract (agricultural preserve) between local government and landowner. According to mapping information available from Riverside County GIS, the project site and surrounding areas are not under a Williamson Act contract and are not located within any agricultural preserves. Therefore, development of the project site would not conflict with an existing Williamson Act contract, and no impact would occur.
- b. According to the California Department of Conservation’s (CDC) California Important Farmland Finder, the project site is classified as “Urban and Built-Up Land”. The “Urban and Built-Up Land” classification describes land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel (CDC, 2018). The nearest location of Farmland to the project site is a parcel containing Farmland of local importance that is located approximately 1.1 Mile south of the project site. Due to the site’s distance from designated Farmland, the Project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. No impact would occur.

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

Discussion:

- a. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the Greenhouse Gas Emissions CEQA Thresholds and Screening Tables to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the Corona CAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet its established GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than SCAQMD’s numeric threshold of 3,000 MtCO₂e (metric tons of CO₂e equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions. An air quality, greenhouse gas emissions and energy efficiency study was prepared for the project by RK Engineering Group, Inc. (insert date). The study was based on an assumption that the project site would be developed with a light manufacturing building with a maximum floor area of 9,500 square feet. Per the study, the estimated GHG emissions that the anticipated development would generate is approximately 144.75 MTCO₂e/yr for the project’s operation (see table 16a) and approximately 68.95 MTCO₂e/yr for construction (see table 16b). The estimated GHG emission includes emissions from Biol-CO₂, NonBio-CO₂, Carbon Dioxide (CO₂), Methane (CH₄),

Nitrous Oxide (N₂O), and CO₂e. As the development would not exceed the SCAQMD’s numeric threshold of 3,000 MTCO₂e/yr., the development would result in a less than significant impact with respect to GHG emissions. Therefore, no mitigation is required.

Table 16-A:

Construction Greenhouse Gas Emissions

Activity	Emissions (MTCO ₂ e) ¹		
	On-site	Off-site	Total
Site Preparation	0.39	0.03	0.42
Grading	1.56	0.09	1.65
Building Construction	59.38	4.77	64.15
Paving	1.87	0.54	2.41
Architectural Coating	0.30	0.02	0.32
Total	63.50	5.45	68.95
Amortized over 30 years²	2.12	0.18	2.30

¹ MTCO₂e = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon).

² The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Table 16-B:

Operational Greenhouse Gas Emissions

Emission Source	GHG Emissions (MTCO ₂ e) ¹
Mobile Source	82.84
Area Source	0.19
Energy Source	48.55
Water	6.78
Waste	3.68
Refrigerant	0.41
Construction (30 year amortization)	2.30
Total Annual Emissions	144.75

¹ MTCO₂e = metric tons of carbon dioxide equivalents.

- b. In November 2022, CARB released the Final 2022 Scoping Plan Update, which identifies the State’s progress towards the statutory 2030 target, while providing a path towards carbon neutrality and reduce greenhouse gases emissions by 85% below 1990 levels by 2045. Recent studies show that the State’s existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. Development of the project site under the proposed M-1 zone would not conflict with any of the 2022 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the development.

Additionally, the Project will result in approximately 144.75 MTCO₂e/yr and would not exceed the screening threshold of 3,000 MTCO₂e/yr. Thus, project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would therefore comply with the City’s GHG policies under the CAP without mitigation. Therefore, the future development on the project site would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. No mitigation is warranted.

17. TRIBAL CULTURAL RESOURCES		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a.	The project is not located on the California Register of Historical Resources or on the City's register of historic resources and would have no impact to the state's or city's historic resources. Therefore, no impacts are anticipated, and no mitigation is warranted.				
b.	The project involves a general plan amendment which is subject to tribal consultation under SB 18. SB 18 requires local agencies to notify and consult with interested Native American Tribes on proposed development projects. The project is also subject to tribal consultation pursuant to AB 52. The purpose of SB 18 and AB 52 are to ensure that local and tribal governments, public agencies, and project components have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. Pursuant to the protocols established by SB 18, the Planning and Development Department obtained a list of local Native American tribes from the Native American Heritage Commission (NAHC) on November 30, 2022. All tribes on the NAHC list were invited to consult on the project via consultation letters which were sent to the tribes on November 10, 2022, and December 15, 2022. Pursuant to SB 18, the tribes were given 90 days to respond to the City to request consultation. During this 90-day period, the City received correspondence on December 19, 2022, from Omar Aceves of the Augustine Band of Cahuilla Indians, and Jill McCormick of the Quechan Indian Tribe. Both tribes indicated that no further consultation was needed. The Planning and Development Department also notified the tribes who requested notification of projects under AB 52 via the City's project transmittal on September 2022. The City did not receive a response from any of the tribes in response to the AB 52 notification.				
	<p>Also, as already discussed under the Cultural Resources section of this MND, the project is subject to mitigation measure CUL-2, which requires the applicant to notify the Riverside County Coroner and the City immediately should there be any inadvertent discoveries of human remains during project grading and construction pursuant to California Health and Safety Code Section 7050.5(b). Further, Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (PRC Section 5097). The coroner shall contact the Native American Heritage Commission (NAHC) to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. Please refer to CUL-2 for the full mitigation measure.</p> <p>Therefore, no future mitigation is warranted as it pertains to impacts to tribal cultural resources.</p>				

18. MANDATORY FINDING OF SIGNIFICANCE:

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

Discussion:

- a. Cumulative effects that would result from implementation of the Project have been evaluated throughout this IS/MND, which concludes that such impacts would not occur, would be less than significant, or would be reduced to below a level of significance with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval. For example, the project is not anticipated to impact threatened or endangered species or habitat. Traffic Impact Study, prepared by RK Engineering Group., June 05, 2023, identifies that transportation impacts as it relates to VMT are anticipated to be less than significant because the project is located within the Transit Priority Area (TPA) which screens the project from having to have a VMT analysis performed. For the issue of Paleontological sensitivity for depths beyond 4 feet, mitigation measures are proposed to reduce impacts to paleontological resources to less than significant levels. For the issue of Greenhouse Gas Emissions, projects that are consistent with the City's CAP are considered to have a less-than-significant individual and cumulative impact on GHG emissions. Because the project would generate fewer than 3,000 MTCO₂e/yr of GHG emissions, the project's impacts due to GHGs would be less-than-significant. Furthermore, the analysis of project construction impacts due to noise demonstrates that the project's construction related noise impacts would be less than significant because of the short-term nature of construction. Construction noise would also be subject to the City's construction noise regulations.

Therefore, with the incorporation of mitigation measures identified herein and included in the project's conditions of approval, the project's impacts are not anticipated to be cumulatively considerable.

- b. See discussion under Section 18a.
- c. See discussion under Section 18a.
- d. See discussion under Section 18a.
- d. The land use changes proposed by the project (GPA2020-0004 and CZ2020-0004) would allow for light industrial development to occur on the project site that is consistent with the proposed General Plan land use designation of Light Industrial and M-1 zoning. Furthermore, the proposed development would be consistent with the applicable policies and intent of the General Plan and the applicable development standards in the Corona Municipal Code. As such, the proposed land use change and future development would not conflict with the City's short- or long-term goals or objectives.

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

Discussion:

An energy impact analysis was prepared for the project by RK Engineering (August 13, 2024) to evaluate the potential industrial development that could occur under the proposed M-1 zone on the project site to determine if the development would result in wasteful, inefficient or unnecessary consumption of energy during construction and operation. The study is based on the assumption that the site would be developed for a 9,500 square foot light manufacturing building with 21 parking spaces and one loading door.

a. **Construction**

The anticipated construction schedule assumes that the development would be built in approximately eight months and in one phase. It is anticipated that development of the project site would involve grading, site preparation, and building activities during construction. Construction of the project site would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, and building construction and paving activities. The electrical usage during construction is expected to be short-term and minor compared to the operational demand. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for the construction activities. Approximately 388 gallons of fuel and 201 gallons of diesel would be consumed during construction.

The project construction phase would conform to the California Air Resources Board (CARB) regulations and California emissions standards. Compliance with these regulations would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Furthermore, idling times of construction vehicles would be limited to no more than five minutes per California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3). This would minimize or eliminate unnecessary and wasteful consumption of fuel. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

Operation

Energy use consumed by the potential development on the project site would include transportation energy demands and facilities energy demand. The development is estimated to generate 602 trips per day. The estimated fuel use is 1,189.85 gallons of fuel per year for the operations of the development. The trip generation and VMT generated by the development are consistent with other similar industrial uses of similar scale and configurations as reflected respectively in the Institute of Transportation Engineers (ITE) Trip General Manual (11th Edition, 2021). That is, the development would not propose uses or operations that would inherently result in excessive and wasteful VMT. Furthermore, the state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore, the increase in fuel consumption from the proposed project is insignificant in comparison to the State’s demands. Therefore, project transportation energy consumption would not be considered inefficient, wasteful or otherwise unnecessary. Building operation and site maintenance would result in the consumption of electricity and natural gas. The development is estimated to use approximately 126,648 kWh per year and 432 kBtu per year. IN 2012, the non-residential sector of the County of Riverside consumed approximately 8,257 million kWh of electricity and 144 million therms of gas. Therefore, the development’s anticipated electricity and gas demands are insignificant compared to the County’s demand. Furthermore, the development would be subject to California Building Standards Code Title 24 which governs energy consumption by the built environment, mechanical systems

and certain fixed lighting. Therefore, the development's anticipated energy consumption and demands would not be considered inefficient, wasteful or otherwise unnecessary. Impact would be less than significant and no mitigation is warranted.

- b. The potential development on the project site would be subject to the energy efficiency standards in Title 24 of the California Code of Regulations, California Code of Regulations Green Building Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Gas and Southern California Edison. The development would also be required to meet or exceed the energy standards established by the California Green Building Standards Code, Title 24, Part 11 (CalGreen), which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Therefore, the development would not conflict with or obstruct a local plan for renewal energy or energy efficiency and no mitigation is warranted.

21. PREVIOUS ENVIRONMENTAL ANALYSIS:

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

DOCUMENTS INCORPORATED BY REFERENCE:

1. City of Corona General Plan 2020-2040
2. City of Corona Technical Background Update EIR, 2019
3. Phase 1 Environmental Site Assessment Report, prepared by ENCON Solutions, Inc. (January 27, 2011)
4. Traffic Impact Study, prepared by RK Engineering Group., June 05, 2023
5. Noise Impact Study, prepared by RK Engineering Group., August 13, 2024
6. Air Quality, Greenhouse Gas, Energy Impact Analysis, prepared by RK Engineering Group., August 13, 2024
7. Hydrology Study, prepared by Greystone Engineering Group, Inc., dated January 22, 2025
8. Soil and Foundation Evaluation Report Update, prepared by Soil Pacific, Inc., dated January 9, 2022
9. Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by Greystone Engineering Group Inc., Dated June 7, 2023
10. Cultural and Paleontological Resources Assessment, Prepared by DUKE CRM, dated September 13, 2023



**Mitigation Monitoring and Reporting Program
City of Corona**

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Party	Verification Date
CUL-1	<p>Prior to the issuance of a grading permit, the applicant shall provide evidence to the Planning and Development Department that a paleontological monitor has been retained and will be present at the project site during all ground disturbance activities below four (4) feet in depth. The monitor shall work under the direct supervision of a qualified paleontologist (B.S./B.A. in geology or related discipline with an emphasis on paleontology and demonstrated competence in paleontological research, field work, reporting and curation).</p> <ol style="list-style-type: none"> 1. The qualified paleontologist shall be on-site at the pre-construction meeting to discuss monitoring protocols. 2. The paleontological monitor shall be present full-time during initial ground disturbance below 4 feet in depth within the Project, including but not limited to grading, trenching, utilities, and off-site easements. If, after excavation begins, the qualified paleontologist determines that the sediments are not likely to produce fossil resources, monitoring efforts shall be reduced. 	Condition of Approval	Submittal of documentation to the City	Prior to the issuance of a grading permit	Planning and Development Department, Planning Division	

	<p>3. The monitor shall be empowered to temporarily halt or redirect grading efforts if paleontological resources are discovered.</p> <p>4. In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.</p> <p>5. In consultation with the qualified paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly mapped, documented, removed, and the area cleared.</p> <p>6. If the discovery is significant the qualified paleontologist shall notify the Client and City immediately.</p> <p>7. In consultation with the CLIENT and CITY the qualified paleontologist shall develop a plan of mitigation which will likely include full-time monitoring, salvage excavation, scientific removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find</p>					
<p>CUL-2</p>	<p>In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project</p>	<p>Condition of Approval</p>	<p>Submittal of documentation to the City</p>	<p>During project grading and construction; prior to issuance of a</p>	<p>Planning and Development Department, Planning Division</p>	

<p>archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).</p>			building permit		
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	<p>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p>					
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