



CITY OF CORONA MITIGATED NEGATIVE DECLARATION

NAME AND DESCRIPTION OF PROJECT:

GPA2023-0004: General Plan Amendment application to change the General Plan designation of approximately 0.59 acres from High Density Residential (HDR) to General Commercial (GC), located on the north side of 2nd Street and west of Buena Vista Avenue.

CZ2023-0006: Change of Zone application to change the zoning of two parcels: 1) Approximately 0.59 acres (APN 118-270-054), located on the north side of 2nd Street and approximately 450 feet west of Buena Vista Avenue, from MP (Mobile Home Park) to C-3 (General Commercial); and 2) Approximately 4.01 acres (APN 118-270-055), located on the south side of 2nd Street and west of Buena Vista Avenue, from MP (Mobile Home Park) to R-3 (Multiple Family Residential).

PP2023-0007: Precise Plan application to review the site plan, architecture, landscaping associate with the development of a 1,900-square-foot restaurant with drive-through service, a gas station, and a 3,750-square-foot convenience store on a 1.40 acres site, located on the north side of 2nd Street and west of Buena Vista Avenue.

PROJECT LOCATION:

The project is located on the north side of 2nd Street, west of Buena Vista Avenue and east of the State Route 91 eastbound on-ramp.

ENTITY OR PERSON UNDERTAKING PROJECT:

Greens Development Inc.
16530 Bake Parkway, Suite 200
Irvine, CA 92618

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

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

Date: _____

Mayor
City of Corona

Date filed with County Clerk: _____

CITY OF CORONA INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE: Corona C-Store and Gas Station 2nd Street Development.

PROJECT LOCATIONS:

- **GPA2023-0004 and PP2023-0007:** North side of 2nd Street, approximately 450 feet west of Buena Vista Avenue and east of the eastbound on-ramp for State Route 91 (SR-91).
- **CZ2023-0006:** Assessor's Parcel Number is 118-027-054 located on the north side of 2nd Street and Assessor's Parcel Number is 118-027-055 located on the south side of 2nd Street and west of Buena Vista Avenue.

Figure 1: Locational Map



PROJECT PROPONENT: Greens Development Inc.
16530 Bake Parkway, Suite 200, Irvine, CA. 92618

PROJECT DESCRIPTION:

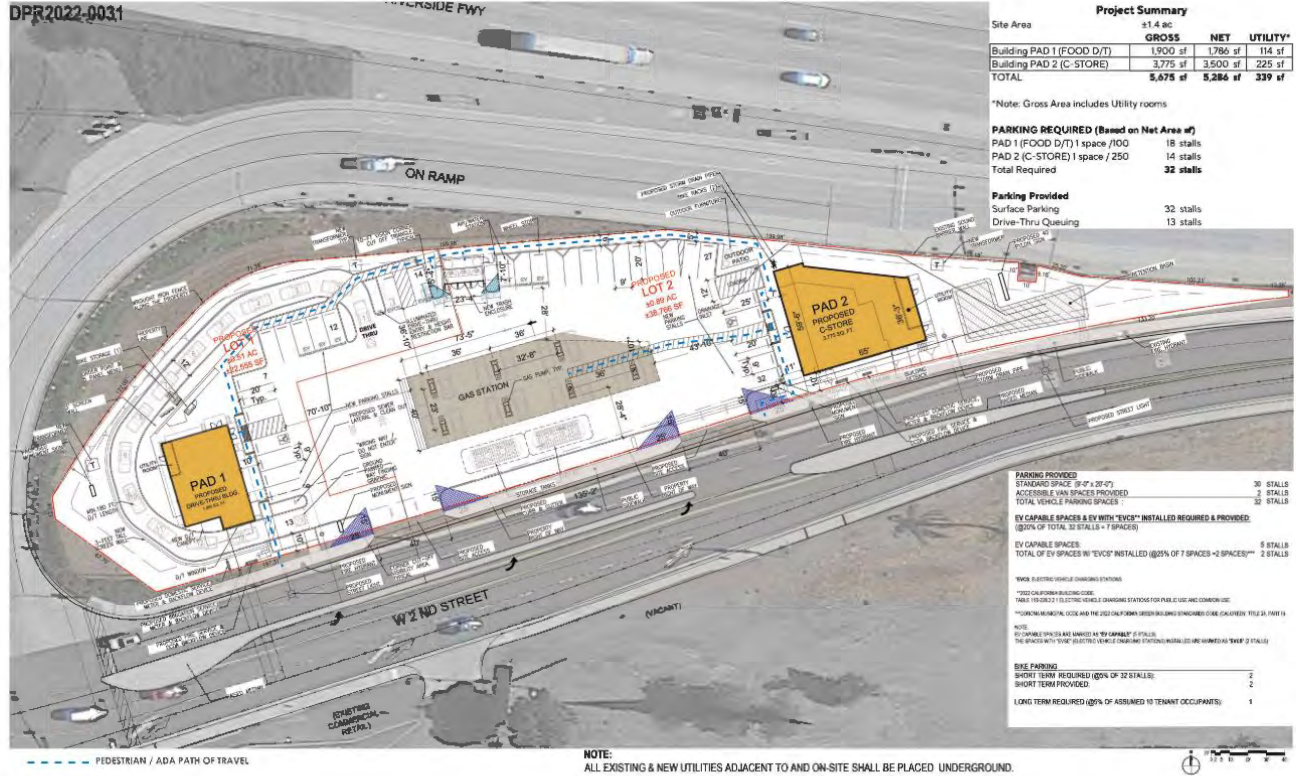
The Project is a commercial development proposed on two vacant contiguous parcels totaling approximately 1.4 acres, located on the north side of 2nd Street, approximately 450 feet west of Buena Vista Avenue. The site borders the south side of State Route 91 (SR-91). The assessor's parcel numbers are 118-027-54 and 118-027-024.

The Project proposes three detached commercial buildings with the following uses:

- 1,900-square-foot restaurant with a drive-through lane,
- Gas station with seven double-sided pumps (14 vehicle fueling positions), and
- 3,775-square-foot convenience store.

The Project requires and provides 32 parking spaces on-site, plus a loading space, trash enclosure, and signage. Vehicle access to the project site is provided from 2nd Street via two driveways proposed at the site's south perimeter.

Figure 2: Site Plan



With development of the Project, the Project Applicant is required construct two raised medians on 2nd Street along the Project frontage to facilitate site access for east bound traffic. Due to the raised medians, the west project driveway will be restricted to right-in and right-out turn movements. The east project driveway will have full turn movements. In addition, the Project Applicant is required to construct the missing public improvements along the Project frontage adjacent to 2nd Street which include the construction of the missing roadway pavement, curb and gutter, and a six-foot wide sidewalk on the north half of 2nd Street. The Project is also required to construct a pedestrian crosswalk at the intersection of 2nd Street and the SR-91 eastbound on-ramp. This will require coordination between the Project Applicant and Caltrans to ensure that the crosswalk does not conflict with Caltrans traffic signals at this intersection. As an alternative, should Caltrans not permit the crosswalk, the Project Applicant will be required to construct a sidewalk along the north side of 2nd Street from the Project's eastern limits to Buena Vista Avenue.

The Project requires approval of a precise plan for the review of the site plan, architecture, landscaping and other features associated with the proposed Project. The precise plan application for this project is PP2023-0007.

Per the City's General Plan, the western 0.81-acre parcel is zoned C-3 (General Commercial) and has a General Plan land use designation of General Commercial (GC). The eastern 0.59-acre parcel is zoned Mobile Home Park (MP), which allows residential development at a maximum density of eight dwelling units per acre (du/ac), and has a General Plan designation of High Density Residential (HDR),

which allows a density range of 15-36 du/ac. The Project requires a change of zone and general plan amendment for the eastern parcel to achieve a zoning of C-3 and General Plan designation of GC which would allow for the proposed commercial use on the site. These requests are proposed under applications GPA2023-0004 and CZ2023-0006. Refer to Figure 3.

The change of zone on the eastern parcel would reduce the opportunity for housing units to be built on this parcel. To be specific, the change of zone would result in a loss of four mobile home units that could potentially be built on the parcel under its existing MP zoning (0.59 acres x 8 du/ac = 4 units). As mandated by state law, the Housing Accountability Act (aka Senate Bill 330) prohibits a change in the general plan designation, specific plan designation or zoning of parcels to a less intensive use unless the city or county where the project is located concurrently changes the development standards, policies and conditions applicable to other parcels within the jurisdiction to ensure that there is a no net loss in residential capacity. In response to the No Net Loss requirement, the requested change of zone, CZ2023-0006, also includes a change of zone from MP to R-3 on a 4.01-acre parcel located off-site to the south of the project site. The proposed R-3 zone for the parcel to the south would permit the development of multiple family residential use at a maximum allowable density of 36 du/ac based on the parcel's existing General Plan designation of HDR. Future development of this parcel would potentially yield up to 144 units (4.01 acres x 36 du/ac = 144 units).

The concurrent downzoning of the eastern parcel within the project site and upzoning of the off-site parcel to the south would result in a net gain of 140 units. As such, the residential capacity would be maintained, as mandated by the Housing Accountability Act.

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 April 11, 2024, which is the date that the Project's environmental analysis commenced.

Site Description: The project site's prior uses included an automobile dealership and a mobile home park which were demolished prior to the State Route-91 expansion project in 2016. In recent years, the site has been used for soil and equipment storage for construction. The project site was previously graded with a minor slope on the north side of the site, on-site elevations range from 650 feet in the west to 640 feet in the east. The remainder of the site is relatively flat and characterized as disturbed with ruderal plants. The site drains towards 2nd Street.

Site Surroundings: The project site is located on the north side of 2nd Street; it is the only property between Buena Vista Avenue and SR-91 eastbound on-ramp. SR-91 abuts the project site to the north, and beyond the SR-91 to the north are commercial uses and a mobile home park. To the west is the SR-91 on- and off-ramps. To the east is Buena Vista Avenue with multiple family residential uses beyond. To the southeast across 2nd Street is a vacant property zoned for MP which is being rezoned to R-3 as part of the zone change proposed under CZ2023-0006. To the southwest across 2nd Street is a commercial retail center zoned C-3. 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	General Plan Land Use/Zoning Designations
Project Site	Vacant Land	West Parcel: General Commercial (GC)/General Commercial (C-3) East Parcel: High Density Residential (HDR) / MP (Mobile Home Park)
North	SR-91 Freeway	N/A
Southeast	Orange Grove High School	School (S) / School (S)
Southwest	Commercial Retail Center	General Commercial (GC)/General Commercial (C-3)
East	Multiple Family Residential	High Density Residential (HDR)/Multiple Family Residential (R-3)
West	Vacant Land	SR-91 Freeway on-ramp

Source: Field inspection, City of Corona General Plan Land Use & Zoning District Map.

GENERAL PLAN \ ZONING:

The western parcel of the proposed commercial development project site is zoned C-3 (General Commercial) and has a General Plan designation of General Commercial (GC). The eastern parcel is zoned MP (Mobile Home Park) and has a General Plan designation of High Density Residential (HDR), which permits a density range of 15-36 dwelling units per acre. The project requires a change of zone for the eastern parcel to change the zoning from MP to C-3. For zoning and General Plan consistency purposes, a general plan amendment is also required for the eastern parcel to change the General Plan designation from HDR to GC. The change of zone and general plan amendment are proposed under applications CZ2023-0006 and GPA2023-0004, respectively.

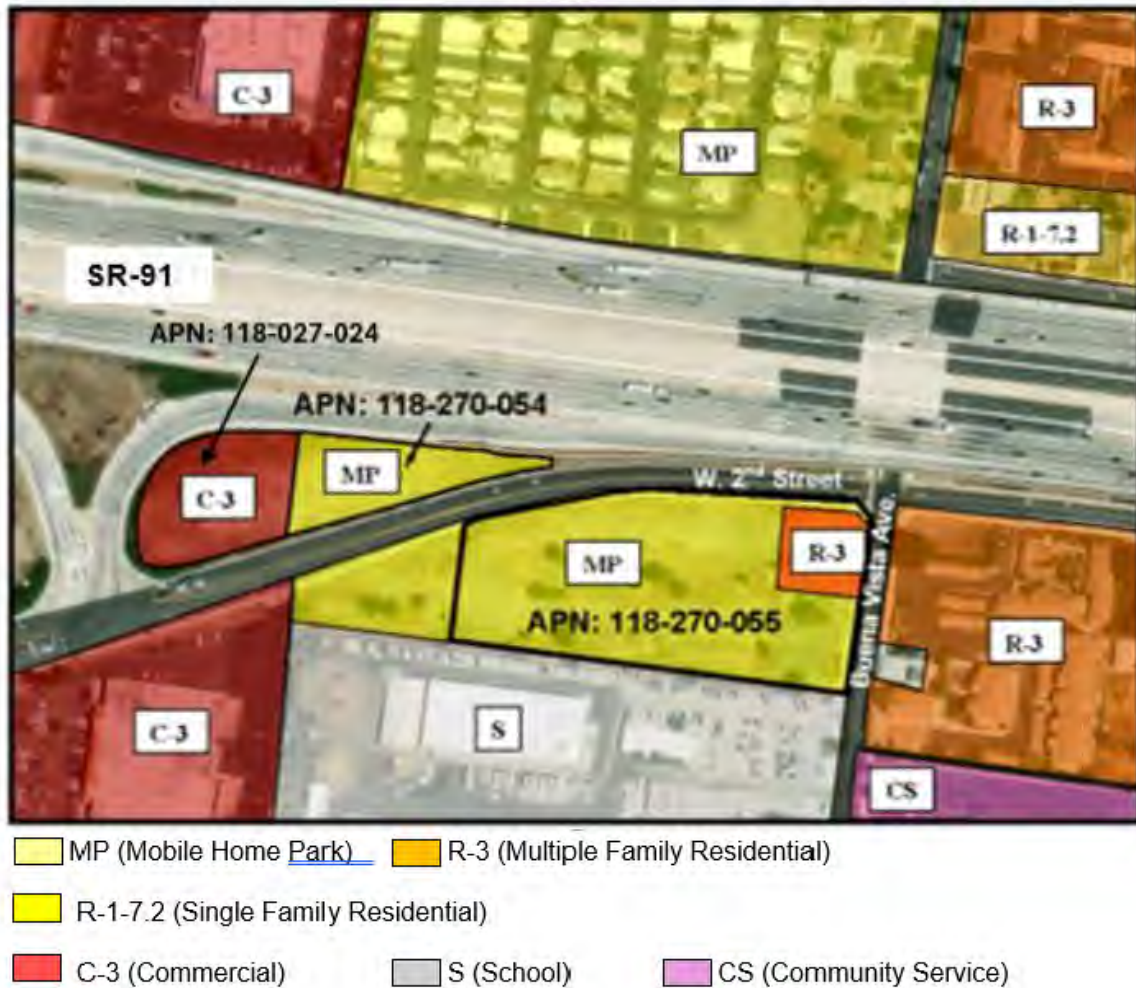
As described in the Project Description section of this report, the change of zone on the eastern parcel would result in a loss of four mobile home units that could potentially be built on the parcel under its existing MP zoning (0.59 acres x 8 du/ac = 4 units). As mandated by the Housing Accountability Act, a city or county is prohibited from making a change in the general plan designation, specific plan designation or zoning of parcels to a less intensive use unless the city or county concurrently changes the development standards, policies and conditions applicable to other parcels within the jurisdiction to ensure that there is a no net loss in residential capacity. In response to the No Net Loss requirement, the Project's change of zone, CZ2023-0006, includes the upzoning of a 4.01-acre parcel located offsite to the southeast of the project site from MP to R-3. The proposed R-3 zone would permit the development of multiple family residential on the parcel at a maximum allowable density of 36 du/ac based on the parcel's existing General Plan designation of HDR. Future development of this parcel would potentially yield 144 units (4.01 acres x 36 du/ac = 144 units).

The concurrent downzoning and upzoning of the two parcels would result in a net gain of 140 units. As such, the residential capacity would be maintained, as required by the no net loss provision mandated by the Housing Accountability Act.

Table 2: General Plan and Zoning Summary

Parcel:	Size:	Current Zoning:	Current General Plan:	Proposed Zoning:	Proposed General Plan:
118-027-024 (West)	0.81	General Commercial (C-3)	General Commercial (GC)	No Change	No Change
118-027-054 (East)	0.59	Mobile Home Park (MP)	High Density Residential (HDR)	General Commercial (C-3)	General Commercial (GC)
118-027-055 (South side of 2 nd Street)	4.01	Mobile Home Park (MP)	High Density Residential (HDR)	R-3 (Multiple Family Residential)	No Change

Figure 3: Existing Zoning



OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The Project requires the approval from the following agencies:

- Santa Ana Regional Water Quality Control Board (National Pollutant Discharge Elimination System Permit and Report of Waste Discharge, California Construction General Permit and California Industrial General Permit)
- Caltrans (Encroachment Permit)

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 checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Geologic Problems | <input type="checkbox"/> Public Services | <input 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: June 10, 2024

Prepared By: Sandra Vanian, Planning Manager

Phone: (951) 736-2434 / Sandra.Vanian@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

<p>Southern California Edison Adriana Mendoza-Ramos, Esq. Region Manager, Local Public Affairs 1351 E. Francis St. Ontario, CA 91761</p> <p>Southern California Edison Karen Cadavona Third Party Environmental Review 2244 Walnut Grove Ave. Quad 4C 472A Rosemead, CA 91770</p>

Environmental: Corona Fuel Site 2nd Street Development

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.

As shown in Tabel 1-A, the project site comprises the following land use designations:

Table 1-A: General Plan and Zoning Summary

Parcel:	Size:	Current Zoning:	Current General Plan:	Proposed Zoning:	Proposed General Plan:
118-027-024 (West)	0.81 ac.	General Commercial (C-3)	General Commercial (GC)	No Change	No Change
118-027-054 (East)	0.59 ac.	Mobile Home Park (MP)	High Density Residential (HDR)	General Commercial (C-3)	General Commercial (GC)
118-027-055 (S. side of 2 nd Street)	4.01 ac.	Mobile Home Park (MP)	High Density Residential (HDR)	R-3 (Multiple Family Residential)	No Change

CZ2023-0006 proposes to change the zoning on the eastern 0.59 acres of the project site from MP to C-3 for the development of the proposed commercial uses. The remaining western half of the site is currently zoned C-3, therefore the entire 1.4-acre site will have consistent zoning for the proposed commercial project.

The change of zone on the eastern parcel would result in a loss of four mobile home units that could potentially be built on the parcel under its existing MP zoning (0.59 acres x 8 du/ac = 4 units). As mandated by the Housing Accountability Act, a city or county is prohibited from making a change in the general plan designation, specific plan designation or zoning of parcels to a less intensive use unless the city or county concurrently changes the development standards, policies and conditions applicable to other parcels within the jurisdiction to ensure that there is a no net loss in residential capacity. In response to the No Net Loss requirement, the Project’s change of zone, CZ2023-0006, includes the upzoning of a 4.01-acre parcel located offsite to the southeast of the project site from MP to R-3. The proposed R-3 zone would permit the development of multiple family residential on the parcel at a maximum allowable density of 36 du/ac based on the parcel’s existing General Plan designation of HDR. Future development of this parcel would potentially yield 144 units (4.01 acres x 36 du/ac = 144 units).

The downzoning of the 0.59-acre site on the north side of 2nd Street and the concurrent upzoning of the 4.01-acre site on the south side of 2nd Street would result in a net gain of 140 units. Therefore, the project would be consistent with the not net loss provision established by the Housing Accountability Act as residential capacity would be maintained.

As per City of Corona 2020-2040 General Plan, the eastern 0.59 acres is designated for HDR which permits residential development at a density ranging from 15-36 du/ac. The General Plan Amendment application, GPA2023-0004, proposes to amend the General Plan land use designation for this portion of the site from HDR to GC. The project’s proposed change of zone and general plan amendment, if approved, would result in consistent zoning and general plan designations for commercial development on the site. The proposed commercial development would conform to the C-3 zoning and GC general plan designation. Therefore, upon approval of the change of zone and general plan amendment, the project would not conflict with the city’s land use plans or policies. No impact would occur.

Environmental: Corona Fuel Site 2nd Street Development

b.

The project site is located adjacent to the eastbound SR-91 and is near general commercial uses. The proposed commercial uses (a restaurant with drive-through service, a convenience store and a fuel station) are compatible with the surrounding existing uses. With the general plan amendment and change of zone, the commercial project site will be consistent with land use designations and will not conflict with surrounding land uses. Furthermore, existing residential uses located to the east and north are buffered by Buena Vista Avenue and the SR-91, respectively.

c.

The project site is located on a vacate site adjacent to SR-91 and is separated from the surrounding developments by 2nd Street, Buena Vista Avenue and the SR-91 on- and off-ramps. Therefore, the site will not physically divide the established community, and no mitigation is warranted.

2. POPULATION AND HOUSING:

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

Discussion:

a.

The project will not induce substantial growth, nor will it displace substantial numbers of existing housing or people. The former mobile home park located on the easterly portion of the project site was removed as a result of the State Route 91 expansion project. The project is requesting the change of zone and general plan amendment to implement a commercial project that will not introduce housing units. The project will not displace existing housing because the project site is vacant. Therefore, no mitigation is warranted as the proposed commercial development will not impact population and housing within the city.

The change of zone for the 4.01-acre parcel on the south side of 2nd Street would not induce substantial growth since the parcel is already designated HDR under the General Plan which would allow multiple family residential development to be developed at a maximum density of 36 du/ac regardless of the zoning of the parcel.

b.

See discussion under 2a.

3. GEOLOGIC PROBLEMS:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- e. Unstable soil conditions from grading

- f. Expansive soils

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, 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 project would involve grading more than 100 cubic yards. According to the project's engineer design team, grading on the project site would cut approximately 3,400 cubic yards, while fill would be approximately 500 cubic yards. The applicant is required to comply with the recommendations and guidelines provided in the Geotechnical Investigation (Sladden Engineering, dated December 2021). The applicant is required to adhere to the city's grading regulations, ordinances and the grading specifications identified in the soil investigation report 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 that had been developed with an automotive dealership and a mobile home park. More recently, the site was graded and used as a storage area for the State Route 91 expansion project. Grading will be implemented in accordance with the approved grading plan and the geotechnical investigation prepared for this project. Therefore, landslides and grading on over 10% slopes are not expected to be an issue. No further mitigation would be necessary.

d.

Development of the project would require the movement of on-site soils. Prior to the issuance of grading permits, the project applicant would be required to submit 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. Furthermore, development of the site involves more than one acre; therefore, the proposed project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed on-site grading. Additionally, the project is required to submit a final Water Quality Management Plan (WQMP) which would identify measures to treat and/or limit the entry of contaminants into the storm drain system. The project is not required to provide additional mitigation measures since it is required to comply with City's grading regulations, obtain an NPDES Permit, and prepare an SWPPP and WQMP. Therefore, impacts associated with soil erosion hazards are 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 Sladden Engineering (Geotechnical Investigation report, dated December 2021), 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discussion:				
<p>a.</p> <p>Development of the project site would increase the area of impermeable surface paving which will result in an increase in surface runoff. The applicant has submitted a preliminary Water Quality Management Plan (WQMP) prepared by Woodard Group (Revised May 25, 2024) to ensure that the project addresses potential water quality impacts. The applicant will be required to implement on site the Best Management Practices (BMPs) identified in the preliminary WQMP to minimize pollutant runoff into the City's storm water drainage system. Some of the BMPs for the project include: maintain landscaping using minimum or no pesticides, sweep sidewalks and parking areas regularly and to prevent accumulation of litter and debris, provide adequate number of receptacles, and the fueling area should be dry sweep routinely. The applicant will implement underground storm water detention and infiltration systems on the northwest and northeast portions of the 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.</p>				
<p>b.</p> <p>Per the city's Draft Temescal Subbasin Groundwater Sustainability Plan (September 2020), 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 45,060-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 installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin's total recharge area. 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 construction of wells or direct pumping of groundwater.</p>				

Environmental: Corona Fuel Site 2nd Street Development

c.

Per the Project’s Hydrology And Hydraulics Study (Woodward Group, May 2024), the site’s main drainage pattern will be similar to the existing condition. There is no off-site drainage runoff from the area surrounding the site. The proposed on-site sheet flows throughout the site layout and conveys the discharge into an infiltration trench within the site. The infiltration trench was based to contain the 85th percentile 24-hour duration storm event for water quality volume only in accordance with section 4 of the Water Quality Management Plan – Technical Guidance Document for the Santa Ana Region of Riverside County. The Flood events larger than water quality volume, when the infiltration trench has reached capacity, the excess runoff will be discharged into W 2nd Street through a proposed parkway drain. Storm flows generated by the project site travel easterly along 2nd street and Buena Vista Avenue. The infiltration trench will contain and infiltrate the water quality volume for the 85th percentile 24-hour duration storm event and mitigate for a 100 yr. flood pre/post condition. The infiltration trench is located along the northerly property line and will take care of flows from the roof drains, parking lot of the site, and concrete flatwork. For emergency purposes, the parkway drain will serve as the 100-year overflow and discharge into W. Second Ave. existing curb and gutter.

The project proposes an infiltration trench along the northerly property line. The drainage management area requires a water quality volume of 2,604.5. The total volume provided by the infiltration trench is 3,567 cubic feet. Therefore, the volume provided is greater than the required volume. Therefore, the proposed flows and capacities generated by the new development would not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding.

d.

See discussion under Section 4c and 4f.

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 discussion under Section 4c and 4f.

h.

The project is designed to ensure that the runoff generated by the project 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 project proposes an infiltration trench that will serve to mimic and exceed the existing infiltration capacity. The proposed flows and capacities generated by the new commercial uses 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 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 type="checkbox"/>	<input checked="" 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

Discussion:

An Air Quality, Global Climate Change and Energy Impact Analysis was prepared by Ganddini Group Inc. (September 7, 2023) for the project to analyze potential air impacts associated with the proposed project. Emissions were calculated using the latest the California Emissions Estimator Model Version 2022.1.1.16 (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 to 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 commercial 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 the project 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 Air Quality & Global Climate Change and Energy Impact Analysis 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 2024 and last approximately 8 months. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating. The project is expected to be operational in the year 2025. 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 ROG, 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. 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**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO ₂	PM10	PM2.5
Maximum Daily Emissions ¹	8.30	24.60	18.60	0.07	5.78	2.75
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.16.

(1) Includes both onsite and offsite emissions. Grading PM-10 and PM-2.5 emissions for fugitive dust show compliance with SCAQMD Rule 403.

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 ROG, NO_x, 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:

1. Mobile source emissions (project vehicle trips)
2. Area source emissions (usage of natural gas, landscape equipment, and architectural coatings)
3. 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 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. Table 5-B shows the maximum daily pollutant emissions created from the project's long-term operations would not exceed the SCAQMD thresholds for ROG, NO_x, CO, SO₂, PM10 and PM2.5. Therefore, this would be less than significant, and no mitigation is required.

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

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO ₂	PM10	PM2.5
Maximum Daily Emissions	9.58	10.70	92.00	0.23	19.60	5.09
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.16; the higher of either summer or winter emissions.

Source: Air Quality & Global Climate Change, and Energy Impact Analysis (Gandini Group, Inc, September 7, 2023)

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 near the project site include multiple family residential uses located approximately 460 feet southeast, 570 feet south, and 781 feet west; a mobile home park located approximately 327 feet southwest and 315 feet north; a high school located approximately 327 feet southeast, and a transient lodging use (motel) located approximately 645 feet west of the project site. 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 Project to generate 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 Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. 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 Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 Traffic Impact Analysis (TIA) was prepared for the Project by Trames Solutions, Inc. (dated July 28, 2023, revised March 18, 2024) to evaluate the traffic impacts of the proposed Project. Figure 5 shows the study areas that were included in the TIA. The study areas included the following:

1. Lincoln Avenue / Pomona Road
2. Lincoln Avenue / SR-91 Westbound On & Off Ramps
3. Lincoln Avenue / D Street – 2nd Street
4. Lincoln Avenue / 6th Street
5. SR-91 Eastbound On & Off Ramps / 2nd Street
6. Buena Vista Avenue / 2nd Street
7. Cardena Driveway – Project Driveway #1 / 2nd Street
8. Project Driveway #2 / 2nd Street

In addition, three freeway segments on the SR-91 eastbound and westbound lanes:

1. SR-91 Westbound, east of Lincoln Avenue
2. SR-91 Westbound, between Ramps
3. SR-91 Westbound, west of Lincoln Avenue
4. SR-91 Eastbound, west of Lincoln Avenue
5. SR-91 Eastbound, between Ramps
6. SR-91 Eastbound, east of Lincoln Avenue

Figure 4 shows the site plan for the Project. Project Driveway #1 is the west driveway and is restricted to right-in and right-out turn movements due to a required raised median that will be constructed in 2nd Street in front of the project frontage. Project Driveway #2 is the east driveway and will allow for full-turn movements.

Figure 4: Site Plan

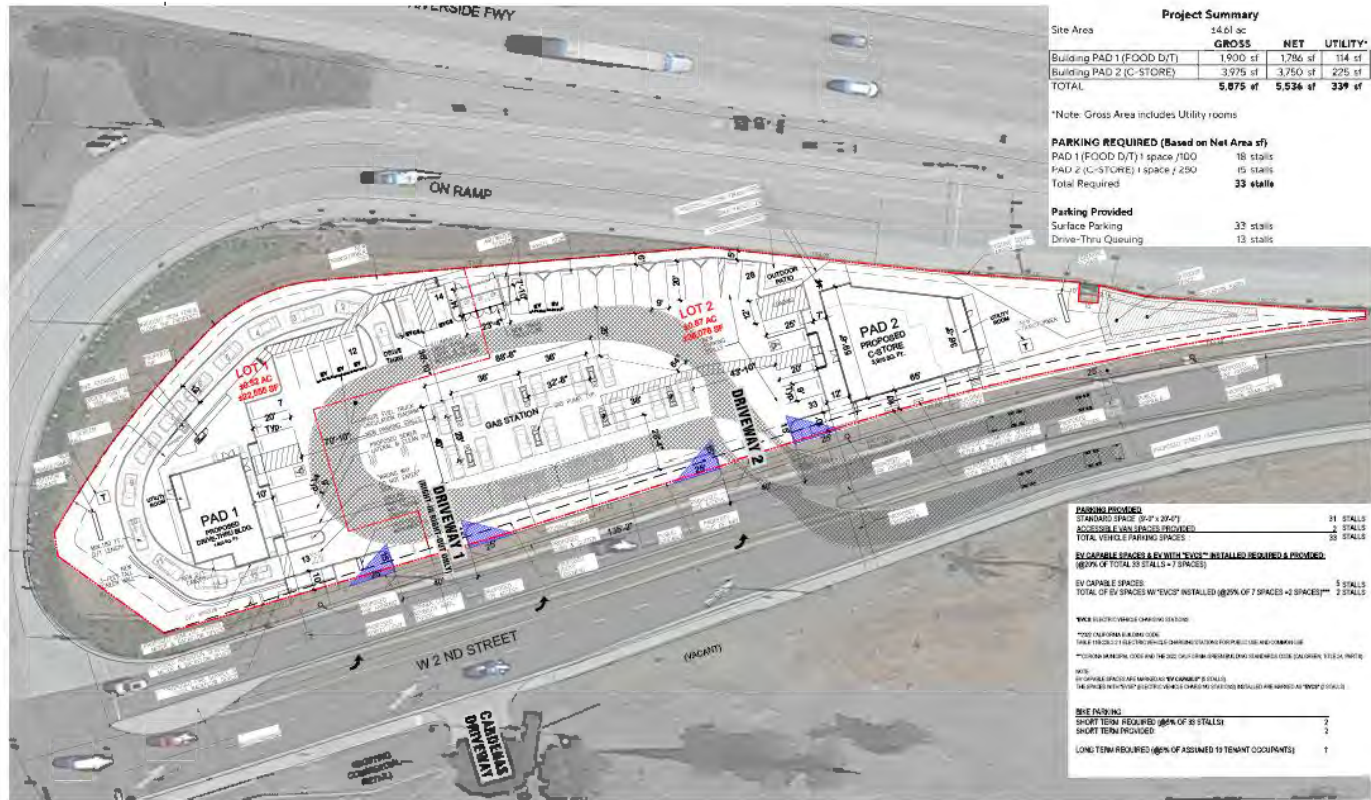
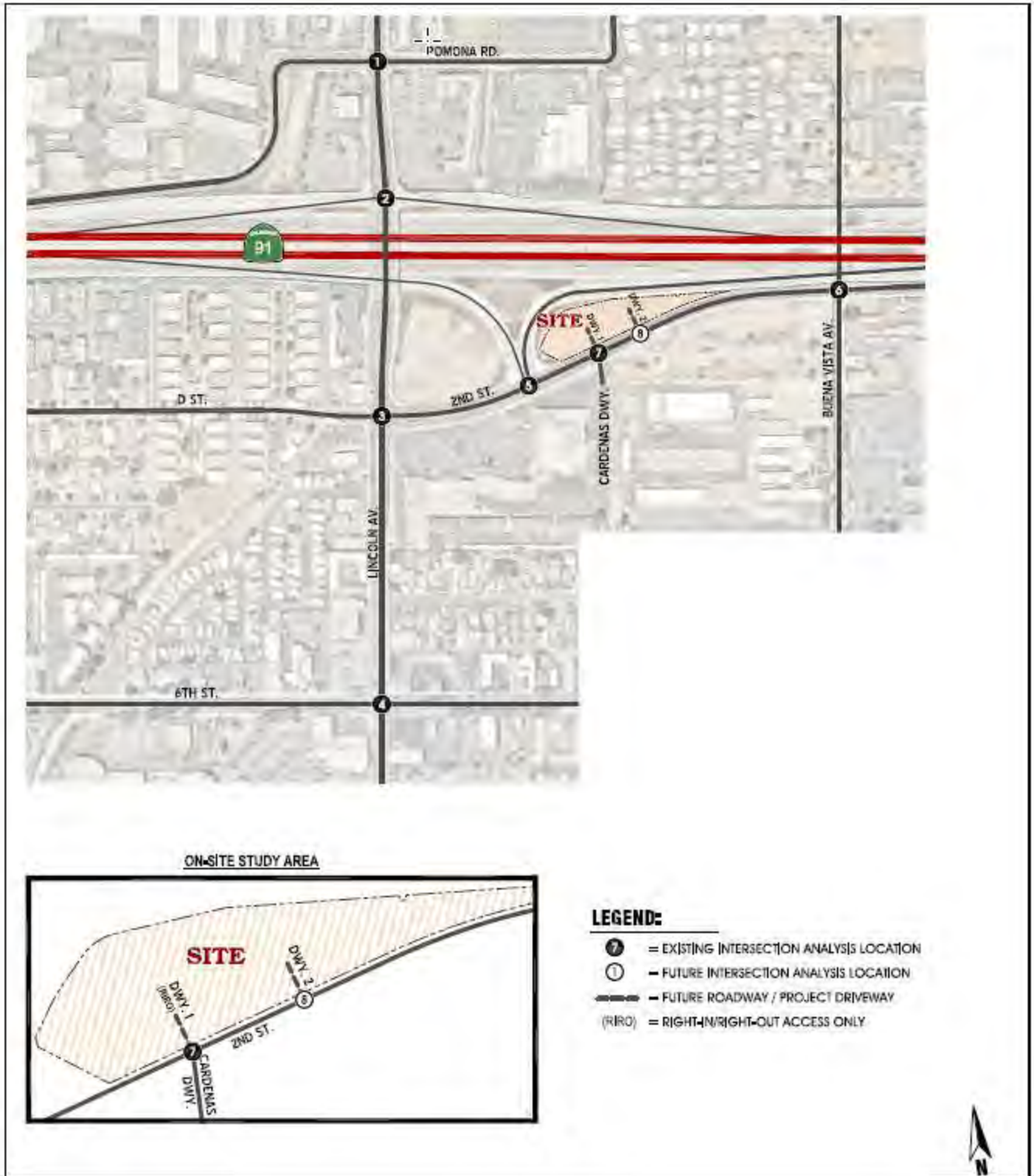


Figure 5: Study Areas



Project Traffic Generation

The Project is anticipated to generate approximately 2,077 total average daily trips, with 127 trips during the AM peak hour and 145 trips during the PM peak hour. Table 6-A summarizes the Project's trip generation.

Table 6-A: Project Trip Generation Summary

Land Use	ITE Code	Quantity ¹	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Fast-Food Restaurant w/ Drive-Through Wind	934	1.9 TSF	43	42	85	33	30	63	888
- Pass-By (AM 49%; PM 50%)			-21	-21	-42	-16	-16	-32	-451
Convenience Store/Gas Station - GFA (2-4k)	945	14 VFP	112	112	224	129	129	258	3,712
- Pass-By (AM 62%; PM 56%)			-70	-70	-140	-72	-72	-144	-2,072
TOTAL TRIPS			64	63	127	74	71	145	2,077

Cumulative Trip Generation (Project Plus Planned Developments)

Other recently approved projects or projects that are pending approval by the City that are located in the vicinity of the project site were also analyzed with the Project to determine a cumulative generation of vehicle trips. The cumulative developments are projected to generate a total of approximately 7,984 trips per day with 712 trips during the AM peak hour and 903 trips during the PM peak hour. Table 6-B show the cumulative trip generation results.

Table 6-B: Cumulative Trip Generation Summary

TRIP GENERATION RESULTS										
ID	PROJECT NAME	LAND USE	QUANTITY ¹	PEAK HOUR						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
1	CUP 17-004 Buena Vista Senior Apartments (Buena Vista Av. / SR-91)	Senior Adult Housing - Attached	62 DU	4	8	12	9	7	16	201
2	PP 2020-0001 (8th / Sherman)	Multifamily Housing (Low-Rise 1-2 floors)	15 DU	2	5	7	5	3	8	101
3	DPR 2021-0007 (2nd / Vicentia)	Multifamily Housing (Low-Rise 1-2 floors)	15 DU	2	5	7	5	3	8	101
4	DPR 2018-0017 (6th St., between Belle & Sheridan)	Medical-Dental Office	58.90 TSF	144	38	182	70	162	232	2,120
5	DPR2022-0021 (922 W. Tenth Street and 1100 S. Buena Vista)	Single Family Detached	8 DU	1	4	5	5	3	8	75
6	DPR2020-0015, TTM2021-0001 (NWC of Cibola St and Taylor Ave.)	Single Family Detached	20 DU	4	10	14	12	7	19	189
7	DPR2022-0014 (212, 216, and 220 N. Smith Ave.)	Gen. Lt. Industrial	162.48 TSF	106	15	121	15	91	106	791
8	DPR2023-0009 (West of N. Sherman/Lewis Ct.)	Gen. Lt. Industrial	284.66 TSF	185	26	211	26	159	185	1,386
9	DPR2023-00010 (NWC Grand Bl / 5th St.)	Medical-Dental Office	3.56 TSF	9	2	11	4	10	14	128
10	PP2018-0005 (North of W. Sixth St., east of Smith Av.)	Health/Fitness Club	37.00 TSF	25	24	49	73	55	128	1,277
		Shopping Center (<40k)	9.30 TSF	13	9	22	31	31	62	506
	Subtotal			38	33	71	104	86	190	1,783
11	DPR2021-0020, PP2022-0001, CUP2022-0002 (1335 & 1341 West Sixth St.)	Charging Ctr/Car Wash/Commercial	8.00 TSF	11	8	19	26	26	52	436
12	DPR2023-0026 (south of 22nd & east of SR-91 EB ramps)	Affordable Housing	25 DU	3	7	10	7	5	12	120
13	DPR2023-0027 (south of 22nd & west of Buena Vista)	Affordable Housing	115 DU	12	30	42	31	22	53	553
Total Cumulative Trips				521	191	712	319	584	903	7,984

Existing Traffic Conditions For Study Areas

The City of Corona considers a Level of Service (LOS) D or above as acceptable. All study intersections are currently operating at a Level of Service (LOS) C or above in the AM and PM peak hours. The study freeway ramps are operating at an acceptable LOS D or better during the peak hours. The TIA also analyzed three freeway segments on the SR-91 eastbound and westbound lanes. All study freeway segments are operating at an acceptable LOS D or above.

Existing Traffic Conditions Plus Project Traffic

The existing traffic conditions for the study intersections plus the Project traffic are anticipated to operate at an acceptable LOS D or above during the peak hours. The existing traffic conditions for the study freeway ramps plus the Project traffic are anticipated to operate at an acceptable LOS D or above during the peak hours. The study freeway segments plus the Project traffic are anticipated to operate at an acceptable LOS D or above during the peak hours.

Existing Traffic Conditions Plus Ambient Growth And Project Traffic

A 2% ambient growth rate was used in the TIA to account for traffic not attributed to the Project or other planned developments within the study area. With the ambient growth rate factored into the analysis, all study intersections, freeway ramps and freeway segments plus the Project traffic are anticipated to generate an LOS D or above during the AM and PM peak hours.

Existing Traffic Conditions Plus Ambient Growth, Project Traffic, And Cumulative Traffic

The existing traffic conditions for the study intersections plus ambient growth, Project traffic and cumulative traffic are anticipated to operate at an acceptable LOS D or above during the peak hours. The existing traffic conditions for the study freeway ramps plus Project traffic and cumulative traffic are anticipated to operate at an acceptable LOS D or above during the peak hours. The study freeway segments plus Project traffic and cumulative traffic are anticipated to operate at an acceptable LOS D or above during the peak hours.

No Project Condition At Buildout (2040)

Under the 2040 No Project Condition, the study intersections, freeway ramps and freeway segments are projected to operate at an acceptable LOS D or above.

2040 With Project Traffic Condition At Buildout (2040)

Under the 2040 With Project Traffic Condition, the study intersections, freeway ramps and freeway segments plus the Project traffic are projected to operate at an acceptable LOS D or above.

For 2040 With Project Conditions, the intersection at Project Driveway #2 and 2nd Street is projected to meet traffic signal warrants. However, due to intersection spacing considerations, the TIA recommends that this intersection be stop signed controlled since it is anticipated to operate at an acceptable LOS D or above as a cross-street stop-controlled intersection. Additional discussions regarding this recommendation and other circulation and vehicular stacking recommendations are provided in Section 6f.

a.

A significant impact would occur if the development of the Project would conflict with programs, plans, or ordinances that support transit services, bicycle lanes, sidewalks, and trails. The required street improvements for 2nd Street associated with the Project will be designed in accordance with all applicable engineering standards relating to vehicle traffic, bicycles, pedestrian safety, line of site, and other design criteria. Furthermore, the Project is not proposing any improvements that would conflict with the existing public transit service lines in the immediate vicinity or any future transit route in the area. Therefore, the Project would not conflict with programs, plans or ordinances that support the City's transit services.

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 of 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.

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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; 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 the State Route 91.

The Project meets Screening Criteria 1 and 2, because the Project's total floor area is only 5,650 square feet and the Project site is located within the City's TPA. As such, a VMT analysis is not required for the Project the Projects' VMT impacts 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 of further analysis and would be considered to have a less-than significant impact on VMT. The Project is located within a TPA and would serve the local community; 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.

e.

The closest airport is Corona Municipal Airport which is approximately 1.3 miles northwest of the Project site. As illustrated in the Riverside County Airport Land Use Compatibility Plan for Corona Municipal Airport, the Project site is not located within any land use compatibility zones. As such, the Project would not obstruct or change air traffic patterns. There would be no impacts, and thus, no mitigation is warranted.

d.

See discussion under 6c.

f.

The design of the Project's access, internal circulation, and surrounding circulation have been reviewed for approval by the City Traffic Engineer for traffic hazards and the Fire Department for adequate fire and emergency access. 2nd Street is classified by the General Plan as a secondary 4-lane roadway which requires an ultimate right-of-way width of 88 feet, with 64 feet of roadway from curb-to-curb. However, the segment of 2nd Street that abuts the project site will be required to be improved as a modified secondary roadway having an ultimate right-of-way that will vary. The Project does not require additional street dedication; however, the Project is required to construct the missing public improvements on the north half of 2nd Street adjacent to the Project site which shall include the construction of the missing roadway width, curb and gutter, and a six-foot wide sidewalk. Ultimately, the north half of 2nd Street measured from the street centerline will vary in width from 39 feet to 42 feet.

Additionally, the Project is required to install a pedestrian crosswalk across 2nd Street at the intersection of 2nd Street and the SR-91 eastbound on-ramp to provide pedestrian connectivity to and from the Project site. Implementation of the crosswalk would require coordination with Caltrans because it would require a modification to the existing Caltrans traffic signals at this intersection. Should Caltrans deem the crosswalk to not be feasible, the alternative option is for the applicant to provide a sidewalk along the north side of 2nd Street from the easterly limits of the Project frontage to the intersection of 2nd Street and Buena Vista Avenue. This requirement is a condition of approval for the Project's Conditions of Approval for PP2023-0007. Construction of the pedestrian connectivity would reduce impacts to traffic hazards to less than significant and no mitigation is required.

Furthermore, per the TIA, at buildout year 2040, the intersection at Project Driveway #2 and 2nd Street is projected to meet traffic signal warrants. However, due to intersection spacing considerations, the TIA recommends that this intersection be stop signed controlled since it is anticipated to operate at an acceptable LOS D or above as a cross-street stop-controlled intersection. The TIA also recommends the following improvements to improve circulation:

- Construct 2nd Street to its ultimate half-section width as a secondary 4-lane roadway from the westerly project boundary to the easterly project boundary.
- Construct a raised median along 2nd Street from the SR-91 on/off ramp to Project Driveway #2.
- Provide stop sign control at the project driveways.

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- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- Verify that minimum sight distance is provided at the project driveways.

A queueing analysis was also performed for Project Driveway #2 to ensure adequate vehicular stacking in 2nd Street. Based on the results of the queueing analysis, the TIA recommends the following improvement:

- Construct a 245-foot (minimum) eastbound left-turn lane at Project Driveway #2.

These improvements are a condition of approval for the Project under PP2023-0007 which would reduce impacts to less than significant. Thus, no mitigation is required.

g.

The proposed Project would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City’s Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, 2nd Street would remain open to ensure adequate emergency access to the Project area. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed Project would also not result in inadequate emergency access. Direct access to the Project site would be provided from 2nd Street. The driveways and on-site circulation constructed by the Project would be evaluated through the City’s permitting procedures to meet the City’s design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Corona Fire Department (CFD) would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

h.

See discussions under Sections 7a-g.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
7. BIOLOGICAL RESOURCES:					
a.	Endangered or threatened species/habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Riparian habitat or sensitive natural community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Adversely affects federally protected wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interferes with wildlife corridors or migratory species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflicts with local biological resource policies or ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 is not anticipated to have impacts to endangered species or habit 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 two remnant parcels that were previously developed for commercial and residential purposes prior to the SR-91 widening project occurring in 2016. Furthermore, the project site is located in a development area surrounded by a freeway, roadways, and commercial and residential developments. The project site vacant and does not contain trees, shrubs, fresh water sources or wetlands. Therefore, no impacts to riparian habitat or sensitive natural communities are anticipated, and no mitigation is warranted.

c.

See discussion under 7b.

d.

The project site has been vacant since 2016 and used as storage area for the SR-91 widening project. The project site is adjacent to a heavily traveled State Route, it will not have any impacts to nor will it interfere with wildlife corridors or migratory species. There are also no trees on the project site. Therefore, development of the project will have no impacts wildlife corridors or migratory species.

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 Priority 1 Environmental (dated September 22, 2022) to evaluate the physical conditions of the project site and to uncover any hazardous wastes that may have previously been used, treated, stored, or disposed on the project site. The following describes the findings and recommendations of the Phase I ESA.

In 1948, the project site was used for single family residential purposes. By 1971, the homes were cleared from the property, and the eastern portion was developed as a mobile home park. By 1980, an automobile dealership (Honda Cars of Corona) was developed on the west portion of the site. By 2016, the dealership and mobile home park were removed to accommodate improvements associated with the SR-91 widening project. These improvements included the extension of 2nd Street from Buena Vista Avenue to connect to Lincoln Avenue, which bisected the dealership and mobile home park into two areas, creating the project site that exists today. By 2022, the project site is a vacant lot.

A records search of various environmental databases resulted in the project site being listed in the following databases: LUST, RCRA-SQG, SWEEPS UST, HIST UST, CA FID UST, CORTESE, CERS HWTS, HAZNET, FINDS, ECHO, and UST FINDER RELEASE. Eight of the databases noted the site's prior car dealership use a cause for being on their respective database, while five databases had no information on the cause for being on their respective database.

A review of the GEOTRACKER and the ENVIROSTOR databases reviewed that the County of Riverside Department of Environmental Health had issued a No Further Action Letter, dated December 1, 2011 and a Case Closure Summary for the prior car dealership on the western portion of the project site. Per the Case Closure Summary, a 10,000-gallon gasoline underground storage tank and 1,000-gallon waste oil underground storage tank were removed in 1997. Additional assessments were performed in 1998, 1999, and 2000. Between 2003 and 2011, remediation of the site occurred with soil vapor extraction wells installed on the site for soil testing in 2003 and groundwater monitoring occurring between 2000 and 2011. Remediation ended in 201 and the case closed and considered a Historical Recognized Environmental Condition (HREC).

Per the Phase I ESA, a site inspection was conducted at the project site and no significant staining was observed by the Priority 1 Environmental staff.

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During the expansion of the freeway and construction of freeway ramps, the project site was utilized as storage of soils, with portions of the site being graded. It is unclear if off-site soils were temporarily stored on the site or if any were left on site in the grading of the lot to its current state; therefore, the import of soils from an unknown location to the site is considered a significant data gap and is a Recognized Environmental Concern (REC). Due to the REC, Priority 1 Environmental recommended soil investigation to be performed due to the import of soil with unknown origins during the SR-91 widening project.

Priority 1 Environmental prepared a Soil Sampling Letter (dated February 20, 2024) for the project site. Soil was taken from nine locations throughout the site for testing. Based on the results of the soil sampling investigation, no further action is recommended.

Therefore, impacts related to transporting or accidental release of hazardous materials would be less than significant and no mitigation is warranted.

b.

See discussion under 9a.

c.

The nearest school to the Project site is Orange Grove High School located approximately 140 feet southeast of the Project site. Construction of the Project would involve the use, storage and disposal of small amounts of hazardous materials on the Project site. The operations of the commercial development would also involve the use of small hazardous materials related to the maintenance of the buildings, landscaping and other features of the site. The use of these hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards.

The Project's commercial use includes a gas station which will install gasoline underground storage tanks (USTs) on-site. The USTs would be subject to California's UST regulations including the UST Program which is overseen by the California State Water Resources Control Board. The UST Program is intended to protect public health and safety, the environment and the State waters from discharges and releases of hazardous substances from the USTs.

Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

d.

See discussion under 9a.

e.

The closest airport is the Corona Municipal Airport, which is approximately 1.3 miles northwest of the Project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is warranted.

f.

As defined in Chapter 3.36 of the Corona Municipal Code, "High Fire Risk Area" applies to any property currently within the City or subsequently annexed into the City, which is also located within or immediately adjacent to the Cleveland National Forest, as well as the urban/wildland interface area approximately 1.5 miles in width running parallel to the boundary of the Cleveland National Forest from the Orange County line to the Indian Truck Trail turnoff on Interstate 15. The project site is not located in close 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 adjacent to the SR-91 freeway and in 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 is required to comply with all fire code requirements associated with adequate fire access, fire flows, and number of hydrants. Therefore, the project would result in a less than significant impact as it pertains to this issue and no mitigation is required.

10. NOISE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed noise level standards	<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 Memorandum for the commercial project was prepared by Ganddini Group, dated April 24, 2023 to analyze construction noise impacts associated with Project. 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. Construction of the Project is anticipated to last approximately 8 months. 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 will prevent nuisance noise impacts during sensitive time periods for the neighboring commercial and business park properties. Therefore, no noise mitigation is required of the applicant.

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 and drive-through activities (speaker window). 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 10-A. The nearest sensitive receptors to the project site are existing multiple family residential uses located approximately 560 feet east (along Buena Vista Avenue), 570 feet south, and 781 feet west (along D Street). There is also a mobile home park located approximately 796 feet southwest (along Lincoln Avenue) of the project site and another mobile home park located approximately 315 feet north (on the other side of the SR-91 freeway) of the project site.

Table 10-A: City of Corona Stationary Noise Standards

Land Use	MAXIMUM ALLOWABLE NOISE LEVELS			
	Exterior Noise Level		Interior Noise Level	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	Not applicable	Not applicable
Industrial, Manufacturing, or Agricultural	75 dBA	70 dBA	Not applicable	Not applicable

Operational noise associated with the Project 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. There is no carwash or vacuums associated with the gas station. All operations would be conducted indoors, except for the gas station which would involve vehicles driving to and from the fuel pumps and doors opening and shutting. However, the noise associated with the gas station would be minimized by the adjacent freeway noise and not as discernable because of the elevated ambient noise levels due to its location adjacent to SR-91. Also, the restaurant that is proposed on the project site is designed with the drive-through lane located between the building and freeway, and with the speaker board directed towards the freeway. Therefore, operational noise impacts are not expected to exceed the City's exterior noise limits measured at the sensitive receptors. 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 closest airport is the Corona Municipal Airport, which is approximately 1.3 miles northwest of the Project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is 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
- e. Other public facilities or services

Discussion:

a.

The Corona Fire Department (CFD), Station 2 will provide all emergency and medical aid calls to the project site. Fire Station 2 is located at 225 E. Harrison Street, approximately 0.92-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 0.5 miles from the project site. The City's police patrol officers work assigned zones throughout the city; 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 commercial project 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.

As required for all projects by the City’s Department of Water and Power (DWP), the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the DWP and Riverside County Department of Health Services and will be reviewed by the DWP during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development 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.

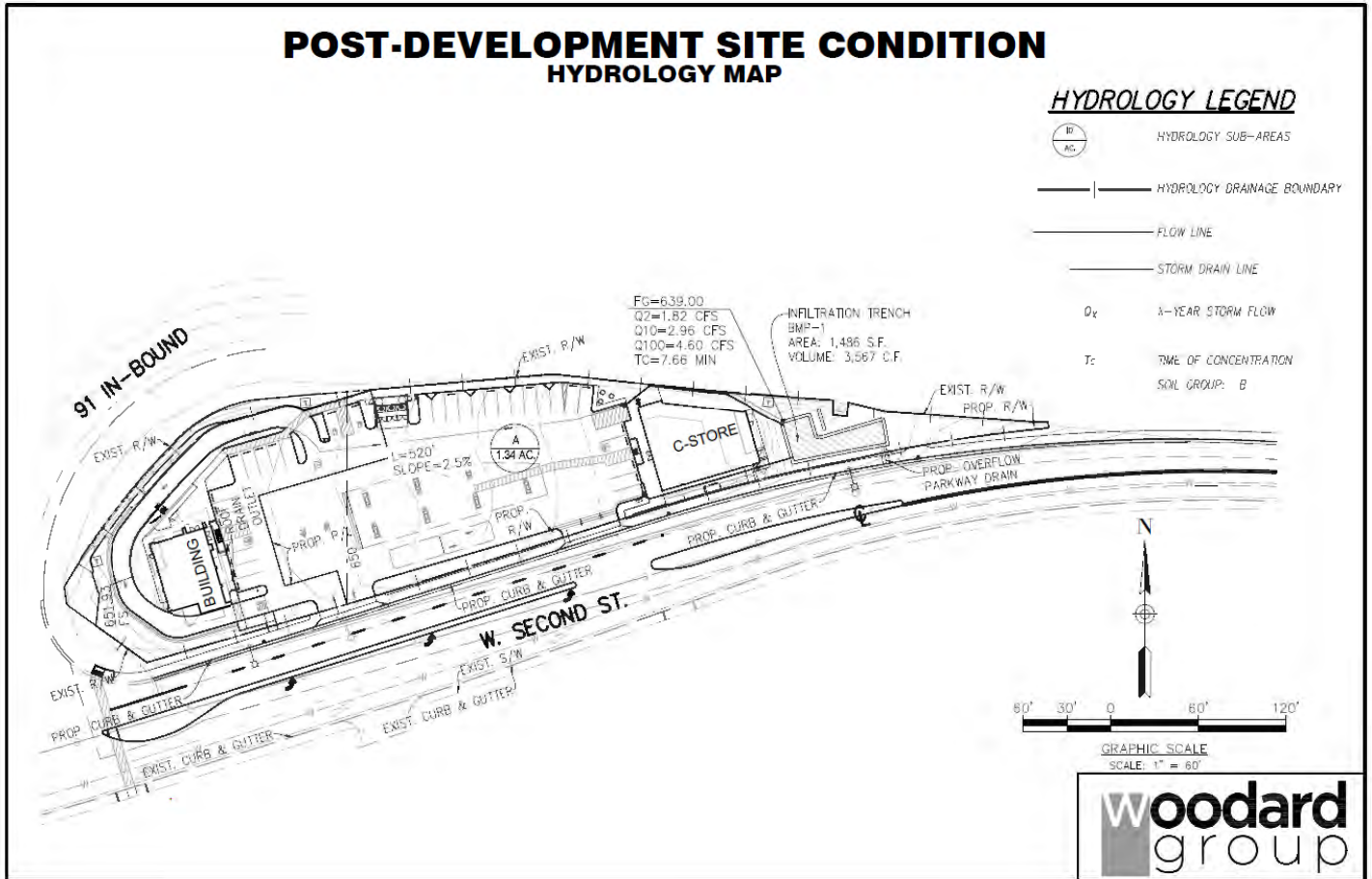
Per the Project’s Hydrology And Hydraulics Study (Woodward Group, May 2024), the site’s main drainage pattern will be similar to the existing condition. There is no off-site drainage runoff from the area surrounding the site. The proposed on-site sheet flows throughout the site layout and conveys the discharge into an infiltration trench within the site. The infiltration trench was based to contain the 85th percentile 24-hour duration storm event for water quality volume only in accordance with section 4 of the Water Quality Management Plan – Technical Guidance Document for the Santa Ana Region of Riverside County. The Flood events larger than water quality volume, when the infiltration trench has reached capacity, the excess runoff will be discharged into W 2nd Street through a proposed parkway drain. Storm flows generated by the project site travel easterly along 2nd street and Buena Vista Avenue. The infiltration trench will contain and infiltrate the water quality volume for the 85th percentile 24-hour duration storm event and mitigate for a 100 yr. flood pre/post condition. The infiltration trench is located along the northerly property line and will take care of flows from the roof drains, parking lot of the site, and concrete flatwork. For emergency purposes, the parkway drain will serve as the 100-year overflow and discharge into W. Second Ave. existing curb and gutter.

The project proposes an infiltration trench along the northerly property line. The drainage management area requires a water quality volume of 2,604.5. The total volume provided by the infiltration trench is 3,567 cubic feet. Therefore, the volume provided is greater than the required volume. Therefore, the proposed flows and capacities generated by the new development would not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding.

d.

A preliminary water quality management plan (WQMP, Woodward Group, revised May 25, 2024) was prepared the project. Per the preliminary WQMP, the site currently drains to the southeast corner of the lot and into a city-maintained storm water system. The Project intends to maintain the same drainage pattern. Storm water from the site will be treated by an infiltration trench that is proposed at the southeast corner of the site which will be designed to mimic and exceed the site’s existing infiltration capacity. All flows exceeding the design capture volume will be released from the site and flow into 2nd Street through a parkway drain. As part of the project’s grading permit process, the applicant is required to submit a final WQMP and the city’s Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

Figure 5: Post-Development Site Condition



The Project would connect to the 12-inch sewer line in West 2nd Street. As required for all projects by the City's Utilities Department, the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the Utilities Department and Riverside County Department of Health Services and will be reviewed by the Utilities Department during the plan check process. Section 12.e below provides a detailed analysis about the wastewater generated by the Project compared to the treatment capacity of the wastewater treatment plant serving the Project area. 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 proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant

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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
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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.

According to Figure CD-1 (Scenic Corridors) of the City’s General Plan (2020-2040), I-15 and SR-91 are designated as “State Eligible Scenic Corridors”. The project’s architecture incorporates a number of design features to ensure that the site is developed in a manner that is aesthetically compatible with its surrounding area, including details relating to architecture and landscaping. The project site is current vacant and unimproved. The proposed project would provide paved driveway accesses, landscaping around the perimeter of the property and short screen wall at the drive through lane to buffer vehicle headlights light from nearby drivers. The proposed project would result in improved aesthetic conditions due to the introduction of landscaping, screen walls in appropriate locations, and modern building elevations with compatible massing as nearby commercial structures along SR-91. The project proposes three commercial building pads, with the largest building footprint comprising of 3,775 square feet of floor area and measuring 26 feet high. Therefore, project impacts to scenic highways would be less than significant.

b.

See discussion under 13.a.

c.

The project will have exterior lighting fixtures on the buildings and on-site signage that includes monument signs and a freeway pylon sign. The nearest existing residential uses include a mobile home park located north of SR-91, 351 feet from the project site and a multi-family development located 460 feet southeast of the project, along the east side of Buena Vista Avenue. Also, the area contains existing street light poles along both sides of 2nd Street and lighting from the adjacent grocery store parking lot and lighting along the SR-91 eastbound on-ramp. Lighting from the project site is not expected to be a nuisance to nearby uses as there are existing ambient lighting in the area. Additionally, the project’s approval is conditioned upon compliance with CMC Section 17.84.070, which requires all areas of exterior lighting shall be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. Therefore, 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. While SR-91 is a designated “State Eligible Scenic Corridors”, the project’s design and site features including screen walls and perimeter landscaping as discussed under

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13.a, will enhance the aesthetic of the site in a manner that will not detract from the SR-91. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Archaeological resource	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Paleontological resource or unique geologic feature	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Disturb human remains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

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.

A cultural resource analysis was not performed for the project site, but a recent cultural resource analysis was performed for the 4.01-acre parcel containing the former mobile home park located on the south side of 2nd Street. The analysis was prepared Dudek, dated April 2024, for a proposed multiple family residential project on the 4.01-acre property. As stated throughout this MND, the project site is a remnant portion of the 4.01-acre property located to the south of the project site. As such, the results of the cultural resource analysis for the 4.01-acre property would likely be applicable to the project site which is the reason the cultural resource analysis has been included in this MND.

A records search for the 4.01-acre property and surrounding area was conducted through the Eastern Information Center (EIC) at the University of California Riverside. The records search indicated that 40 previous studies have been conducted within a 1-mile of the 4.01-acre site. Of the 40 previous studies, three studies intersect the Project site, of which none of the three identified cultural resources within the Project site. While EIC records search did identify 284 cultural resources within 1-mile of the Project site, none of these cultural resources intersected the 4.01-acre property. v The records research also included a response from the Native American Heritage Commission on January 19, 2024, stating that results were negative for Native American resources on the subject Project site.

In addition to the record search, the cultural resources analysis also included a field survey which was conducted on January 8, 2024. The field survey noted the 4.01-acre site had remnants of an asphalt surface, likely from the previous mobile home park, grass, gravels and a few trees present with some scattered debris. The field survey also did not identify any cultural resources.

Dudek concluded that although no known significant cultural resources could be impacted by the multiple family residential project, the current status of the property may have affected the potential to discover any surface artifacts. Given that the previous development within the site might have masked archaeological deposits, there is a potential that buried historical resource deposits may be present within the project boundaries. Therefore, Dudek recommended that the multiple family residential project be allowed to proceed with the implementation of a cultural resources monitoring program conducted by an archaeologist and Native American representative(s) during grading of the project site. Dudek recommended **Mitigation Measures MM CUL-1 and MM-CUL 2** to reduce impacts to cultural resources to less than significant. The mitigation measures generally require a cultural resource monitoring program during grading activities, impacts to historical resources would be reduced to less-than-significant levels. Since the commercial project site is a remnant portion of the 4.01-acre

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property, the mitigation measure that were recommended for the multiple family residential project are being recommended for the commercial project. The commercial project’s compliance with **MM CUL-1 and MM-CUL 2** would reduce impacts to cultural resources to less than significant. See Section 17, Tribal Cultural Resources for the mitigation measures.

15. AGRICULTURE RESOURCES:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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, the Project has no potential to 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 2,500 feet to the north near the intersection of Lincoln Avenue and Railroad Street. 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.

c.
The eastern portion of the project site was previously developed with mobile home units since the early 1970’s, and the western portion of the project site was occupied by an automobile dealership from approximately 1980 to 2005. By 2016, the mobile home park and the automobile dealership were removed from the site for the State Route 91 widening project. The project site consists of two parcels, the westerly parcel is zoned C-3 (General Commercial) and the easterly parcel is zoned MP (Mobile Home Park). The nearest land zoned for agricultural use is located approximately 1.25 miles northeast of the Project site. As such, the project does not have the potential to conflict with existing zoning intended for 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 type="checkbox"/> | <input checked="" 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 MtCO_{2e} (metric tons of CO_{2e} 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.

Per the Project's Air Quality, Global Climate Change, and Energy (Ganddini, September 7, 2023), the Project's estimated GHG emissions that the Project would generate are a total of approximately 2,758.27 MTCO_{2e}/yr. The estimated GHG emission includes emissions from Biol-CO₂, NonBio-CO₂, Carbon Dioxide (CO₂), Methane (CH₄), Nitrous Oxide (N₂O), and CO_{2e}. As the proposed Project would not exceed the SCAQMD's numeric threshold of 3,000 MTCO_{2e}/yr., the Project would result in a less than significant impact with respect to GHG emissions. Therefore, no mitigation is required.

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. The Project would not conflict with any of the 2022 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Additionally, the Project will result in approximately 2,758.27 MTCO_{2e}/yr and would not exceed the screening threshold of 3,000 MTCO_{2e}/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 proposed Project 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

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 impacts to the state's or city's historic resources. Therefore, no impacts are anticipated, and no mitigation is warranted.

b.

The project is subject to tribal consultation under SB 18 and 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

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identify and address potential adverse impacts to tribal cultural resources. The Planning and Development Department obtained a list of local Native American tribes from the Native American Heritage Commission (NAHC) on June 19, 2013. All tribes on the NAHC list were invited to consult on the project via consultation letters, dated October 18, 2023. The Planning and Development Department also notified the AB 52 tribes via the City's project transmittal in May 2023.

On October 31, 2023, the Rincon Band of Luiseno Indians responded to the notification and requested consultation on the Project. The consultation process occurred throughout the duration of the Project. The Rincon Band and Planning & Development Department staff were not able to come a mutual agreement on mitigation measures for the Project, and subsequently, staff concluded the consultation process in June 2024.

Staff is proposing to use the same mitigation measures for the Project that were proposed for a separate multiple family residential project located on a 4.01-acre parcel to the south of the project. This is because the project site is a remnant portion of the larger 4.01-acre parcel across 2nd Street to the south. As noted throughout this MND, both sites were previously a single property and developed with a mobile home park prior to the SR-91 widening project in 2016 and extension of 2nd Street which bisected the mobile home park into two separate areas. A cultural resource analysis was performed for the 4.01-acre parcel by Dudek, dated April 2024, for the multiple family residential project. The cultural resource analysis is filed with the multiple family residential project Precise Plan 2023-0011. The analysis included a records search for the 4.01-acre parcel and surrounding area which was conducted by Dudek through the Eastern Information Center (EIC) at the University of California Riverside. The records search indicated that 40 previous studies have been conducted within a 1-mile of the Project site. Of the 40 previous studies, three studies intersect the 4.01-acre parcel, of which none of the three identified cultural resources were within the 4.01-acre parcel. While EIC records search did identify 284 cultural resources within 1-mile of the 4.01-acre parcel, none of these cultural resources intersected the parcel. In addition to the records search, a field survey was conducted on the 4.01-acre parcel on January 8, 2024. The field survey noted the Project site had remnants of an asphalt surface, likely from the previous mobile home park, grass, gravels and a few trees present with some scattered debris. The field survey also did not identify any cultural resources.

Based on the results of the cultural resource analysis that was prepared by Dudek for the 4.01-acre site, it is unlikely that the Project site would contain cultural resources since both sites were previously developed as a single property. However, as with the 4.01-acre property, although no known significant cultural resources could be impacted by the Project, the current status of the property may have affected the potential to discover any surface artifacts. Given that the previous development within the Project site might have masked archaeological deposits, there is a potential that buried historical resource deposits may be present within the Project boundaries. Therefore, it is recommended that the Project be allowed to proceed with the implementation of a cultural resources monitoring program conducted by an archaeologist and Native American representative(s) during grading of the property. With implementation of **Mitigation Measures MM CUL-1** through **MM-CUL 4**, generally requiring a cultural resource monitoring program during grading activities, impacts to tribal cultural resources would be reduced to less-than-significant levels.

Mitigation Measures

MM CUL-1 **Archaeological Monitoring.** Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified Archaeologist ("Archaeological Monitor") for mitigation monitoring services and implement a Cultural Resource Monitoring Program (CRMP). At least 30 days prior to issuance of grading permits, a copy of the executed agreement between the Project Applicant and Archaeologist shall be submitted to the Planning and Development Department:

- A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon Band of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any.
- The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions.
- Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of

mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

MM CUL-2 Inadvertent Discovery and Native American Notification. In the event that a significant cultural resource is discovered during ground disturbance activities, the project archaeologist shall notify the City and the Rincon Band of Luiseño Indians for purposes of inviting the Tribe to participate in the CRMP implementation and to observe any continuing ground-disturbing construction activities. Further, all ground disturbance activities within 50 feet of the discovered cultural resource shall be halted and the applicant and a meeting shall be convened between the developer, the consulting archaeologist, the lead agency and a Rincon tribal representative to discuss the significance of the find. Further ground disturbance shall not resume in the area of the discovery until the appropriate treatment has been accomplished.

MM CUL-3 Paleontological Monitor. Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). The PRMMP shall include the provision of a trained paleontological monitor during onsite soil disturbance activities. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough grading phases of the Project site within native soils that have the potential to harbor paleontological resources. The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. If paleontological resources are unearthed or discovered during grading activities, the following recovery processes shall apply:

- Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.
- All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.
- A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.
- All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

MM CUL-4 Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving 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, Planning Division, 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 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.

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

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decision process will occur with the Native American Heritage Commission (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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, b & c.

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 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 Tribal Cultural Resources, mitigation measures are proposed to reduce impacts to this area to less than significant. 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.

d.

The Project would develop a commercial development on the Project site that is consistent with the General Plan land use designation of General Commercial, with approval of the Project's General Plan Amendment and Change of Zone applications. Furthermore, the proposed development would be consistent with the applicable policies and intent of the General Plan. As such, the Project would not conflict with the General Plan's short- or long-term goals.

19. WILDFIRE:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes

Discussion:

a, b, c & d.

The project site is not located within a high fire hazard severity zone. The project site is also not adjacent to other properties that are within a high fire hazard severity zone. There are no slopes, prevailing winds, or other factors that would exacerbate wildfire risks and expose project occupants to pollutant concentrations from wildlife. Therefore, no impacts to wildfire are expected.

The project site is located in an urbanized area surrounded by developments. There are no slopes on the project site or other prevailing factors that would exacerbate or expose the site to wildlife risks. Furthermore, the proposed commercial buildings will also be constructed in accordance with the California Building Standards Code and California Fire Code which will require adequate fire suppression measures such as fire sprinklers and adequate water pressure for fire hydrants serving the project. Therefore, no impacts are expected.

Paved roadway access is provided to the project via a public street, 2nd Street, which connects to Buena Vista Avenue to the east and Lincoln Avenue to the West. Therefore, the site has adequate access in the event of an evacuation or fire-related emergency.

The project site will be graded to create level buildable pads for development. The site is not located in a downstream flood area. There are no downslopes that would expose the site to landslides, runoff or post-fire slope instability. Therefore, development of the project would not expose people or structures to risks related to landslides or flooding that could occur post-fire. No impacts are expected.

20. ENERGY:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Discussion

The following discussions are based on the Air Quality, Global Climate Change, and Energy (Ganddini, September 7, 2023) prepared for the Project.

a.

Construction

The anticipated construction schedule assumes that the proposed project would be built in approximately eight months and in one phase. The proposed project would require grading, site preparation, and building activities during construction. Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, and building construction and paving activities. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. The Project's electricity usage from construction is

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approximately 813 kWh. Approximately 405 gallons of fuel would be consumed from construction workers, 17,196 gallons of diesel fuel would be consumed by construction activities and 1,455 gallons of fuel would be consumed for vendor and hauling trips.

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 proposed project would include transportation energy demands and facilities energy demand. The project is estimated to generate 2,077 trips per day. The estimated fuel use is 470,517 gallons of fuel per year for the operations of the project. The trip generation and VMT generated by the Project are consistent with other similar commercial 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 proposed project does 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 project is estimated to use approximately 203,158 kWh per year and 279,655 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 projects electricity and gas demands are insignificant compared to the County's demand. Furthermore, the Project will 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 Project's 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 Project 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 Project 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 Project 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 Priority One Environmental, Inc. dated February 6, 2024
4. Traffic Impact Study, prepared by Trames Solutions Inc., revised March 18, 2024
5. Noise Memorandum, prepared by Ganddini Group, dated April 24, 2023
6. Air Quality, Global Climate Change, Energy Impact Analysis, prepared by Ganddini Group Inc., dated September 7, 2023
7. Percolation/Infiltration Testing Letter, prepared by Sladden Engineering, dated December 20, 2021
8. Hydrology and Hydraulics Study, prepared by Woodward Group, dated May 2024
9. Preliminary Soil Sampling Letter, prepared by Priority One Environmental, Inc., dated February 20, 2024
10. Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by Woodward Group, Revised May 25, 2024



**MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA**

MM No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
CUL-1	<p>Archaeological Monitoring. Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified Archaeologist (“Archaeological Monitor”) for mitigation monitoring services and implement a Cultural Resource Monitoring Program (CRMP). At least 30 days prior to issuance of grading permits, a copy of the executed agreement between the Project Applicant and Archaeologist shall be submitted to the Planning and Development Department:</p>	Condition of Approval	Submittal of documentation showing that an archaeologist has been retained for the Project.	Prior to issuance of grading permits and during grading activities	Project Applicant, Project Archaeologist/ Planning Division	

	<ul style="list-style-type: none"> • A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon Band of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any. • The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions. • Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to 					
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	to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.					
CUL-2	Inadvertent Discovery and Native American Notification. In the event that a significant cultural resource is discovered during ground disturbance activities, the project archaeologist shall notify the City and the Rincon Band of Luiseño Indians for purposes of inviting the Tribe to participate in the CRMP implementation and to observe any continuing ground-disturbing construction activities. Further, all ground disturbance activities within 50 feet of the discovered cultural resource shall be halted and the applicant and a meeting shall be convened between the developer, the consulting archaeologist, the lead agency and a Rincon tribal representative to discuss the significance of the find. Further ground disturbance shall not resume in the area of the discovery until the appropriate treatment has been accomplished.	Condition of Approval	Submittal of documentation showing that a Native American Monitor has been retained for the Project.	Prior to issuance of grading permits and during grading activities	Project Applicant, Project Archaeologist, Planning and Planning Division, Native American Monitor	
CUL-3	Paleontological Monitor. Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). The PRMMP shall include the provision of a trained paleontological monitor during onsite soil disturbance activities. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough grading phases of the Project site within native soils that have the potential to harbor paleontological resources. The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify	Condition of Approval	Submittal of a Paleontological Resources Monitoring and Mitigation Plan	Prior to issuance of grading permits and during grading activities	Project Applicant, Planning Division, Paleontological Monitor	

	<p>small vertebrate remains. If paleontological resources are unearthed or discovered during grading activities, the following recovery processes shall apply:</p> <ul style="list-style-type: none"> ▪ Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques. ▪ All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. ▪ A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. ▪ All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage. 					
CUL-4	<p>Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving 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,</p>	Condition of Approval	Submittal of documentation	If human remains are discovered during ground-disturbing construction activities	Construction Contractor(s), County Coroner, NAHC	

	<p>Planning Division, 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 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.</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).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 Native American Heritage Commission (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p>					
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