

## Mitigation Measures

No feasible mitigation measures are applicable. Development of the General Plan Update would convert Williamson Act Land to non-agricultural use in the SOI which would be a significant impact.

## Climate Action Plan

The Update to the City's CAP focuses on GHG reduction targets to achieve 2030 and 2040 reduction goals. The CAP would not affect the building intensity or density allowed by the proposed Land Use plan. Implementation of the CAP would not convert Williamson Act land to non-agricultural use.

## Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

## 2. Air Quality

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**Impact 5.3-1: The additional population growth forecast for the General Plan Update and the associated emissions would not be consistent with the assumptions of the Air Quality Management Plan. [Threshold AQ-1]**

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Support for this environmental impact conclusion is fully discussed in Section 5.3, *Air Quality*, and in particular, starting on page 5.3-33 of the DEIR.

### General Plan

The SCAQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The General Plan Update would result in a higher population and generate lower employment for the City compared to SCAG forecasts. The growth projections that are based on SCAG's RTP/SCS and the associated inventory in SCAQMD's AQMP do not include additional growth forecast in the General Plan Update. The 2016 AQMP does not consider emissions associated

with the General Plan Update; since full buildout associated with the General Plan Update is not currently included in the emissions inventory for the SoCAB, it would not be consistent with the AQMP under the first criterion.

The SoCAB is designated nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for PM<sub>10</sub> under the California AAQS. Because the General Plan Update involves long-term growth associated with buildout of the City and SOI, cumulative emissions generated from operation of individual development projects would exceed the SCAQMD regional and localized thresholds. Buildout of the proposed land use plan associated with the General Plan Update could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact.

### **Mitigation Measures**

When incorporated into future development projects for operation and construction phases, the mitigation measures outlined for Impacts 5.3-2 and 5.3-3, described below, would contribute to reduced criteria air pollutant emissions associated with buildout of the General Plan Update. Additionally, goals and policies included in the General Plan Update would promote increased capacity for alternative transportation modes, implementation of transportation demand management strategies, and energy efficiency. However, no further mitigation measures are available that would reduce impacts to below SCAQMD significance thresholds due to the magnitude of growth and associated emissions that would be generated by the buildout of the General Plan Update.

### **Climate Action Plan**

The update to the City's CAP focuses on GHG reduction strategies to achieve 2030 and 2040 reduction goals and does not propose any land uses or land use changes. Goal 7 of the CAP directs the City to decrease GHG emissions by reducing VMT. The proposed CAP measures would encourage use of alternative modes of transportation and overall reduce trips and associated VMT. The CAP would result in beneficial impacts to air quality, and would not interfere with implementation of the AQMP. Impacts are less than significant.

### **Finding**

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of

these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

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**Impact 5.3-2: Construction activities associated with future development that would be accommodated under the General Plan Update could generate short-term emissions in exceedance of SCAQMD's threshold criteria. [Threshold AQ-2]**

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Support for this environmental impact conclusion is fully discussed in Section 5.3, *Air Quality*, and in particular, starting on page 5.3-36 of the DEIR.

#### **General Plan**

Construction activities would temporarily increase PM<sub>10</sub>, PM<sub>2.5</sub>, VOC, NO<sub>x</sub>, SO<sub>x</sub>, and CO regional emissions within the SoCAB. The primary source of NO<sub>x</sub>, CO, and SO<sub>x</sub> emissions is the operation of construction equipment. The primary sources of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction.

Construction activities associated with the General Plan Update would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. Due to the scale of development activity associated with buildout of the General Plan Update, emissions would likely exceed the SCAQMD regional significance thresholds. The SoCAB is designated nonattainment for O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Emissions of VOC and NO<sub>x</sub> are precursors for the formation of O<sub>3</sub>. Therefore, the General Plan Update would cumulatively contribute to the nonattainment designations of the SoCAB for O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

In addition to regulatory measures—e.g., SCAQMD Rule 201 for a permit to operate, Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, Rule 1403 for new source review, and CARB's Airborne Toxic Control Measures—future projects may impose mitigation at the project level such as including the extension of construction schedules and/or use of special equipment. The General Plan Update includes Policy ER-12.13 which calls for the implementation of best practices to control for fugitive dust emissions associated with construction-related activities, and Policy HC-2.5, which requires preparation of a technical air quality study for all new development projects to assess potential impacts. The likely scope and extent of construction activities associated with the General Plan Update would likely continue to exceed the relevant SCAQMD thresholds for some projects. Therefore, construction-related regional air quality impacts of developments that would be accommodated by the General Plan Update would be potentially significant.

#### **Mitigation Measures**

- AQ-1 Prior to discretionary approval by the City of Corona for development projects subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), project

applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Corona Planning Division for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Corona shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- Requiring fugitive-dust control measures that exceed SCAQMD's Rule 403, such as:
  - Use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil-disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
- Ensuring that construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Limiting onsite vehicle travel speeds on unpaved roads to 15 miles per hour.
- Installing wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at <http://www.aqmd.gov/docs/default-source/planning/architectural-coatings/super-compliant-manf-list.pdf?sfvrsn=71>.

### **Climate Action Plan**

The proposed CAP is a policy-document that focuses on strategies to reduce community-wide GHG emissions associated with the City. Additionally, its implementation would not result in changes to the land use plan. Therefore, implementation would not directly result in the generation of



construction-related criteria air pollutant emissions. Therefore, regional construction-related air quality impacts associated with the proposed CAP would be less than significant.

### Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

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**Impact 5.3-3: Implementation of the General Plan Update would generate long-term emissions in exceedance of SCAQMD's threshold criteria. [Threshold AQ-2]**

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Support for this environmental impact conclusion is fully discussed in Section 5.3, *Air Quality*, and in particular, starting on page 5.3-27 of the DEIR.

### General Plan

The General Plan Update guides growth in the City and SOI by designating land uses in the proposed land use diagram and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions inventory in the SoCAB. Implementation of the General Plan Update would result in an increase in criteria air pollutant emissions from existing conditions. Buildout of the General Plan Update would generate long-term emissions that exceed the daily SCAQMD thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Emissions of VOC and NO<sub>x</sub> that exceed the SCAQMD regional significance thresholds would contribute to O<sub>3</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) nonattainment designation of the SoCAB.

Implementation of the General Plan Update policies could contribute to reducing criteria air pollutant emissions. Policy HC-2.5 would require preparation of an air quality study to analyze potential air quality impacts of a new development and if necessary, to identify reduction measures to minimize impacts. In addition, the Environmental Resources Element includes the Air Resources goals and policies, which would also contribute to controlling emissions generated in the City and SOI: Goal ER-12 (Policies ER-12.1 through ER-12.14). Furthermore, the Circulation Element also includes goals and policies that promote an increase in concepts and designs that would increase walking, bicycling,

and use of public transit, in addition to transportation demand management policies, which would contribute to reduced VMT: Goal CE-3 (Policies CE-3.2 through CE-3.3), Goal CE-4 (Policies CE-4.1 through CE-4.10), and Goal CE-5 (Policies CE-5.1 through CE-5.10). However, future development projects could exceed the SCQMD regional emissions thresholds, and operational air quality impacts associated with future development of the General Plan Update would be significant.

### **Mitigation Measures**

AQ-2 Prior to discretionary approval by the City of Corona for development projects subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation phase-related air quality impacts to the City of Corona Planning Division for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Corona Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of the CALGreen Code (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of the CALGreen Code (Nonresidential Voluntary Measures).

- Provide facilities to support electric charging stations per Section A5.106.5.3 (Nonresidential Voluntary Measures) and Section A5.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.
- Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star-certified or equivalent appliances shall be verified by Building & Safety during plan check.
- Applicants for future development projects along existing and planned transit routes shall coordinate with the City of Corona and Riverside Transit to ensure that bus pad and shelter improvements are incorporated, as appropriate.

### **Climate Action Plan**

The proposed CAP would not result in additional changes to and would not affect the building density or intensity allowed by the proposed land use plan. However, implementation of the GHG Reduction Strategies identified in the proposed CAP would have co-benefits with regard to operation-related criteria air pollutant emissions. Energy efficiency improvements (e.g., Strategies 1.2, 2.1, and 4.1) would reduce the heating and cooling requirements for buildings and would also result in a decrease in natural gas use and associated criteria air pollutants (i.e., VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). Likewise, transportation strategies that reduce VMT (e.g., Strategies 7.1 and 7.2) would result in reduction in criteria air pollutants from the transportation sector. Therefore, implementation of the proposed CAP would contribute to reducing operation-phase criteria air pollutant emissions and result in beneficial air quality impacts.

### **Finding**

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

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**Impact 5.3-4: Operation of industrial and warehousing land uses accommodated under the General Plan Update could expose sensitive receptors to substantial toxic air contaminant concentrations. [Threshold AQ-3]**

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Support for this environmental impact conclusion is fully discussed in Section 5.3, *Air Quality*, and in particular, starting on page 5.3-40 of the DEIR.

**General Plan**

Development and operation of new land uses accommodated under the proposed land use plan could generate new sources of TACs in the City and SOI from area/stationary sources and mobile sources. Various industrial and commercial processes allowed under the proposed land use plan would be expected to release TACs. Industrial land uses have the potential to be substantial stationary sources that would require a permit from SCAQMD. Emissions of TACs would be controlled by SCAQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SCAQMD Rule 401. Although the General Plan Update includes policies under the Healthy Community Element to reduce exposure of sensitive receptors to pollution, until specific future development projects are proposed, the associated emissions cannot be determined.

In addition, mobile sources of TACs are not regulated by SCAQMD. New warehousing operations permitted within the proposed areas designated Light Industrial (LI) and General Industrial (GI) could generate substantial DPM emissions from off-road equipment use and truck idling. New land uses in the City and SOI that are permitted under the General Plan Update that use trucks, including trucks with TRUs, could generate an increase in diesel particulate matter that would contribute to cancer and noncancer health risk in the SoCAB, and could also generate particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Implementation of Policy HC-2.2, which calls for designation and maintenance of truck routes that would balance the needs of industrial and commercial uses and avoiding sensitive areas would contribute in minimizing exposure of sensitive receptors to substantial concentrations of TACs. Policies HC-2.1 and HC-2.5 would also contribute to minimizing the exposure of sensitive receptors to substantial TAC concentrations. However, until specific future development projects are proposed, the associated emissions and concentrations cannot be determined or modeled.

**Mitigation Measures**

- AQ-3 Prior to discretionary approval by the City of Corona, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Corona Planning Division for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SCAQMD at the time a

project is considered, the project applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms, are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

### **Climate Action Plan**

Implementation of the proposed CAP would not result in additional changes to the land use plan of the General Plan Update. Therefore, the localized operation-related health risk impacts associated with the proposed CAP would be less than significant.

### **Finding**

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

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**Impact 5.3-5: Development and operation of land uses accommodated by the General Plan Update cold generate emissions that exceed the LSTs and expose sensitive receptors to substantial criteria air pollutant concentrations. [Threshold AQ-3]**

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Support for this environmental impact conclusion is fully discussed in Section 5.3, *Air Quality*, and in particular, starting on page 5.3-41 of the DEIR.

### **General Plan**

Operation of new land uses consistent with the land use plan of the proposed General Plan Update would generate new sources of criteria air pollutants in the City and SOI from area/stationary sources and mobile sources. Implementation of the General Plan Update could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute

significantly to elevating those levels. LSTs are the amount of project-related emissions at which localized concentrations (ppm or  $\mu\text{g}/\text{m}^3$ ) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area.

The types of land uses that could generate substantial amounts of stationary source emissions include industrial land uses, which is an accommodated land use under the General Plan Update. Implementation of the General Plan Update policies could contribute to reducing criteria air pollutant emissions such as Policy HC-2.5, which would require preparation of an air quality study to analyze potential air quality impacts of a new development and if necessary, identify reduction measures to minimize impacts. The Environmental Resources Element includes the Air Resources policies (ER-12.1 through ER-12.14) which would also contribute to controlling emissions generated in the City and SOI. The Air Resources policies focus on controlling emissions from point sources (Policies ER-12.1 through ER-12.4) and reducing VMT by increasing public and active trans and through land use planning (Policies ER-12.5 through ER-12.14). Furthermore, the Circulation Element includes policies that promote an increase in concepts and designs that would increase walking, bicycling, and use of public transit in addition to transportation demand management policies which would contribute to reduced VMT (e.g. Policies CE-3.2 through CE-3.3, Policies CE-4.1 through CE-4.10, and CE-5.1 through CE-5.10).

Because potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the General Plan Update could have the potential to expose sensitive receptors to substantial pollutant concentrations. Areas of vehicle congestion have the potential to create pockets of CO called hotspots. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. Implementation of the General Plan Update under horizon year conditions would result in a maximum net increase of 2,460 peak hour trips (PM peak) which would be below the screening criteria and impacts would be less than significant.

### **Mitigation Measures**

AQ-1 Prior to discretionary approval by the City of Corona for development projects subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Corona Planning Division for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Corona shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- Requiring fugitive-dust control measures that exceed SCAQMD's Rule 403, such as:
  - Use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil-disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
- Ensuring that construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Limiting onsite vehicle travel speeds on unpaved roads to 15 miles per hour.
- Installing wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at <http://www.aqmd.gov/docs/default-source/planning/architectural-coatings/super-compliant-manf-list.pdf?sfvrsn=71>.

AQ-2 Prior to discretionary approval by the City of Corona for development projects subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation phase-related air quality impacts to the City of Corona Planning Division for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Corona Planning Division shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.



- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of the CALGreen Code (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of the CALGreen Code (Nonresidential Voluntary Measures).
- Provide facilities to support electric charging stations per Section A5.106.5.3 (Nonresidential Voluntary Measures) and Section A5.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.
- Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star-certified or equivalent appliances shall be verified by Building & Safety during plan check.
- Applicants for future development projects along existing and planned transit routes shall coordinate with the City of Corona and Riverside Transit to ensure that bus pad and shelter improvements are incorporated, as appropriate.

### **Climate Action Plan**

The proposed CAP is a policy document that focuses on strategies to reduce community-wide GHG emissions. Its implementation would not result in changes to the land use plan. Because there is no specific land use component associated with the proposed CAP, its implementation would not directly result in the generation of construction-related criteria air pollutant or TAC emissions, or in the generation of vehicle trips and the potential to create CO hotspots. The CAP could result in beneficial long-term air quality impacts from the increase in energy efficiency, usage of clean energy, and reduction in VMT. A reduction in vehicle trips would contribute to further minimizing the potential creation of CO hotspots. Therefore, impacts would be less than significant.

### **Finding**

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are

identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

### 3. Cultural Resources

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#### Impact 5.5-1: Buildout of the City of Corona General Plan could impact historic resources. [Threshold C-1]

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Support for this environmental impact conclusion is fully discussed in Section 5.5, *Cultural Resources*, and in particular, starting on page 5.5-32 of the DEIR.

##### General Plan

There are 31 previously recorded built environment resources identified within the City of Corona, as well as seven historic properties defined as listed or eligible listing on the NHRP. Within the City, there are no State Historic Landmarks, but there are two State Historical Points of Interest. The Corona Register of Historic Resources contains 367 individual built-environment resources. There are no resources within the SOI listed on the NRHP. The City's SOI contains eight State Historic Landmarks. Development in accordance with the proposed project could adversely impact historic resources in the City and SOI. Known or future historic sites or resources listed in the national, California, or local registers maintained by the City would be protected through local ordinances, the General Plan Update policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources. The Historic Resources Element of the General Plan Update has policies that specifically address sensitive known and potential historic resources and their protection, including: HR-1.1 through HR-1.5, HR-2.2, HR-2.5, HR-4.1 through HR-4.3, HR-5.2, and HR-6.5 through HR-6.7.

However, identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development activities accompanying infill, redevelopment, or revitalization that would be accommodated by the General Plan Update.

##### Mitigation Measures

- CUL-1 Prior to any construction activities that may affect historical resources (i.e., structures 45 years or older), a historical resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior's Professionally Qualified

Standards (PQS) in architectural history or history. This shall include a records search to determine if any resources that may be potentially affected by the project have been previously recorded, evaluated, and/or designated in the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), or Corona Register of Historic Resources. Following the records search, the qualified architectural historian or historian shall conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation (OHP) guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the proposed project. Pursuant to the definition of a historical resource under CEQA, potential historical resources shall be evaluated under a developed historic context.

- CUL-2 To ensure that projects requiring the relocation, rehabilitation, or alteration of a historical resource not impair its significance, the *Secretary of the Interior's Standards for the Treatments of Historic Properties* shall be used to the maximum extent possible. The application of the standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. Prior to any construction activities that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City of Corona.
- CUL-3 If a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and shall be performed by an architectural historian or historian who meets the PQS. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historic photographs. Documentation shall be reproduced on archival paper and placed in appropriate local, state, or federal institutions. The specific scope and details of documentation would be developed at the project level.
- CUL-4 If cultural resources that are eligible for listing to the NRHP, CRHR, or Corona Register of Historic Resources are identified within or adjacent to the proposed development, the construction limits shall be clearly flagged to assure impacts to eligible cultural resources are avoided or minimized to the extent feasible. Prior to implementing construction activities, a qualified archaeologist shall verify that the flagging clearly delineates the construction limits and eligible resources to be avoided. Since the location of some eligible cultural resources is confidential, these resources will be flagged as environmentally sensitive areas (ESA).

### Climate Action Plan

The update to the City's CAP focuses on GHG reduction strategies to achieve the 2030 and 2040 reduction goals. The CAP would not affect historic properties in the City because these homes and/or

buildings would be required to comply with the City's design guidelines to ensure that these structures continue to retain their historic character, should they be retrofitted. Therefore, impacts would be less than significant.

### Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

## 4. Greenhouse Gas Emissions

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<b>Impact 5.8-1:</b>	<b>Implementation of the proposed General Plan Update would result in a decrease in GHG emissions in horizon year 2040 from existing baseline and is projected to meet the GHG reduction target established under SB 32, but may not meet the long-term GHG reduction goal under Executive Order S-03-05. [Threshold GHG-1]</b>
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Support for this environmental impact conclusion is fully discussed in Section 5.8, *Greenhouse Gas Emissions*, and in particular, starting on page 5.8-34 of the DEIR.

### General Plan

Development under the proposed project would contribute to global climate change through direct and indirect emissions of GHG from land uses within the City and SOI. Before any development can occur in the City, it may be analyzed for consistency with the General Plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Buildout of the proposed project is not linked to a specific development time frame but is assumed over a 20-year project horizon. Development that would be accommodated by the General Plan Update would generate a net increase of 1,308,590 daily VMT at project buildout. As shown in Table 5.8-6, *Horizon Year 2040 City and SOI Emissions Forecast*, on page 5.8-35 of the DEIR, buildout of the land uses accommodated under the General Plan Update would result in a net decrease of 57,776 MTCO<sub>2e</sub> of GHG emissions (4.6 percent decrease in GHG emissions) from existing conditions and

would not exceed the 3,000 MTCO<sub>2</sub>e SCAQMD bright-line screening threshold. As indicated in the proposed CAP, implementation of the proposed reduction strategies in addition to state and federal reductions would suffice in ensuring the City meets the established reduction target for year 2040. Therefore, implementation of the General Plan Update would result in less than significant GHG emissions impacts as it pertains to year 2040.

Implementation of the proposed General Plan Update goals and policies could also contribute in minimizing VMT and mobile-source emissions: Goal ER-12 (Policies ER-12.5 through ER-12.9), Goal CE-4 (Policies CE-4.1 through CE-4.10), Goal CE-5 (Policies CE-5.1 through CE-5.10). Additionally, the following policies would contribute to reducing energy sector emissions through increasing energy efficiency, energy conservation, and use of renewable energy: LI-6.1, ER-13.4, ER-13.2, ER-13.5, ER-13.1, IU-7.4, and IU-7.6.

While the proposed project would not generate an increase in GHG emissions from the CEQA baseline in the 2040 horizon year forecast, the DEIR also analyzes the potential for the project to conflict with the GHG reduction goals established under SB 32 and Executive Order S-03-05 which require a reduction in statewide GHG emissions from existing conditions to achieve a 40 percent reduction in GHG emissions by 2030 and an 80 percent reduction in GHG emissions by 2050, respectively. While it is projected that buildout of the proposed General Plan Update in conjunction with implementation of the proposed CAP would result in the City meeting its 2030 and 2040 reduction targets, the proposed CAP does not include any reduction strategies to meet the long-term 2050 reduction goal.

### **Mitigation Measures**

GHG-1 The City of Corona shall update the Climate Action Plan (CAP) every five years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target and to require amendment if the plan is not achieving specified level. The update shall consider a trajectory consistent with the GHG emissions reduction goal established under Executive Order S-03-05 for year 2050 and the latest applicable statewide legislative GHG emission reduction that may be in effect at the time of the CAP update (e.g., Senate Bill 32 for year 2030). The CAP update shall include the following:

- GHG inventories of existing and forecast year GHG levels.
- Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction goal of Executive Order S-03-05.
- Plan implementation guidance that includes, at minimum, the following components consistent with the proposed CAP:
  - Administration and Staffing
  - Finance and Budgeting
  - Timelines for Measure Implementation
  - Community Outreach and Education

- Monitoring, Reporting, and Adaptive Management
- Tracking Tools

### **Climate Action Plan**

The proposed CAP is a policy-level document that focuses on strategies to reduce community-wide GHG emissions associated with the City. Additionally, its implementation would not result in changes to the land use plan. Because there is no specific land use component associated with the proposed CAP, its implementation would not directly result in the generation of GHG emissions. The proposed CAP would implement the General Plan Update and would help reduce GHG emissions generated by existing and proposed land uses in the City and SOI. Transportation measures that reduce VMT (e.g., Measures 7.1 and 7.2) would result in reduction in criteria air pollutants from the transportation sector. Likewise, energy efficiency improvements (e.g., Measures 1.2, 2.1, 4.1) would reduce the heating and cooling requirements for buildings. These measures for increasing energy efficiency, increasing water efficiency (Measures 5.1 and 5.2) and reducing energy demand (Measures 6.1 and 6.2) would contribute to energy demand and energy sector emissions. Furthermore, the proposed CAP also includes joining a CCA program (Measure 9.2). Implementation of the proposed CAP would result in beneficial impacts to GHG.

### **Finding**

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

## **5. Mineral Resources**

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### **Impact 5.12-1: Project implementation would result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]**

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Support for this environmental impact conclusion is fully discussed in Section 5.12, *Mineral Resources*, and in particular, starting on page 5.12-14 of the DEIR.

## General Plan

The City is primarily underlain by MRZ-2 lands, which are areas where adequate information indicates that significant mineral deposits are present, or there is a high likelihood that their presence exists. Figure 5.12-3, *Areas of Mineral Resources Significance*, shows the MRZ-2 areas that have been designated as being either regional (multi-community) or statewide economic significance by the California State Mining and Geology Board. The City of Corona does not contain mineral resources of local significance. The majority of the areas designated as regionally significant for construction aggregate is east of I-15, just west of Eagle Valley, and in the Temescal Canyon area of SOI and are currently being actively mined for mineral resources. Similarly, the majority of classified industrial minerals is located east of I-15, south of El Cerrito, and in the Temescal Canyon area of the SOI and a small pocketed in the western portion of the City.

In the City of Corona, mineral resource use must have a Mineral Resource (MR) Overlay which requires a discretionary permit approved by the City Council. The implementation of the General Plan Update would result in residential and non-residential development which would preclude the extraction of approximately 100 acres of industrial minerals and 325 acres of construction aggregate in the City and SOI. The General Plan Update includes policies to protect the availability of mineral resources, while at the same time allowing the extraction of mineral resources: ER-10.1, ER-10.3, ER-10.4, and ER-11.5. Nonetheless, the proposed General Plan Update would result in a loss of available mineral resources in the City and SOI which would be a significant impact.

## Mitigation Measures

- MIN-1 Prior to project approval for proposed development of properties classified as either regionally significant construction aggregate MRZ-2 or industrial minerals MRZ-2a, a mineral resource evaluation shall be conducted to determine the significance and economic viability of mining the resource. If development of a property would preclude future extraction of a significant mineral resource, in accordance with CEQA, the City shall make the appropriate findings and adopt a Statement of Overriding Considerations prior to permitting development of the property.
- MIN-2 Prior to approval of any project on lands classified as either regionally significant construction aggregate MRZ-2 or industrial mineral MRZ-2a, a report shall be prepared that analyzes the project's value in relation to the mineral values found onsite. The analysis shall consider the importance of construction aggregate mineral resource onsite to the market region as a whole, and not just the importance of the resources found within the City and SOI. The report shall be submitted to the City, such that the City has adequate information to develop a statement of reasons for permitting the proposed land use to the California Department of Conservation, State Mining and Geology Board, for subsequent review, in accordance with SMARA, Article 2, Section 2762 and 2763 for areas designated of regional significance.



## Climate Action Plan

The update to the City's CAP focuses on GHG reduction strategies to achieve the 2030 and 2040 reduction goals. The CAP would not affect the ability for mineral extraction in the City or SOI. Therefore, impacts would be less than significant.

## Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

## 6. Noise

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### **Impact 5.13-1: Construction activities associated with buildout of the proposed project would result in a temporary increase in noise levels at sensitive receptors. [Threshold N-1]**

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Support for this environmental impact conclusion is fully discussed in Section 5.13, *Noise*, and in particular, starting on page 5.13-33 of the DEIR.

## General Plan

As part of implementation of the proposed project, various individual land use development projects would be constructed over the duration of the General Plan buildout. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Construction equipment generates high levels of noise, with maximums ranging from 71 dBA to 101 dBA. Construction of individual developments associated with implementation of the proposed project would temporarily increase the ambient noise environment and would have the potential to affect noise-sensitive land uses in the vicinity of an individual project. Construction noise is prohibited between the hours of 8:00 PM and 7:00 AM, Monday through Saturday, and 6:00PM to 10:00 AM on Sundays and federal holidays, according to Corona Municipal Code Section 17.84.040(D)(2).

Implementation of the project would result in an increase in development intensity to accommodate populations and employment growth. Construction noise levels are highly variable and dependent upon the specific locations, site plans, and construction details of individual projects. Because specific project-level information is inherently not available at this time, it is not possible nor appropriate to quantify the construction noise impacts at specific sensitive receptors. Because construction activities associated with any individual development may occur near noise-sensitive receptors and because—depending on the project type, equipment list, time of day, phasing, and overall construction durations—noise disturbances may occur for prolonged periods of time or during the more sensitive nighttime hours, construction noise impacts associated with implementation of the project are considered potentially significant.

### **Mitigation Measures**

N-1 Construction contractors shall implement the following measures for construction activities conducted in the City. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City Corona Public Works Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.

- During the active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulic- or electric-powered wherever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment such as generators and air compressors shall be located as far as feasible from noise-sensitive uses.
- Stockpiling shall be located as far as feasible from noise-sensitive receptors.
- Construction traffic shall be limited—to the extent feasible—to approved haul routes established by the City.
- Prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the contact information of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, they shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of

unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall be responsible for adjusting alarms based on the background noise level, or to utilize human spotters when feasible and in compliance with all safety requirements and laws.
- When construction noise is predicted to exceed established noise standards and when the anticipated construction duration is two years or more, contractors shall erect temporary noise barriers, where feasible.

### **Climate Action Plan**

The update to the City's CAP focuses on GHG reduction strategies to achieve the 2030 and 2040 reduction goals. Home energy retrofit projects may require construction activities; however, these construction activities would not require use of heavy construction equipment and would be bound to the construction hours identified in the City's Municipal Code. The CAP would not affect the building density or intensity allowed by the proposed project. Therefore, impacts would be less than significant.

### **Finding**

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

## 7. Transportation

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**Impact 5.17-2: Project-related trip generation in combination with existing and proposed cumulative development would result in designated road and/or highways exceeding the Congestion Management Agency service standards. [Threshold T-1]**

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Support for this environmental impact conclusion is fully discussed in Section 5.17, *Transportation*, and in particular, starting on page 5.17-38 of the DEIR.

### General Plan

Forecast traffic volumes, lane configurations, and signal timings were used to evaluate operations at the study intersections for the General Plan Horizon Year (2040) AM and PM peak hour conditions. Table 5.17-7, *CMP Consistency Analysis*, on page 5.17-39 of the DEIR, identifies traffic impacts at CMP intersections in the City and SOI. Traffic generated by the General Plan Buildout conditions plus the traffic generated by regional growth would contribute to the existing congestion of I-15 and SR-91 and would conflict with the Riverside County CMP for the follow intersections: #22, El Cerrito Road and I-15 Southbound Ramps (PM Peak Hour) and #23, El Cerrito Road and I-15 Northbound Ramps (AM Peak Hour).

### Mitigation Measures

The following mitigation measures were considered but were rejected because these intersections are within Caltrans jurisdiction and the City cannot guarantee that this improvement will be implemented:

- In order to achieve the RCTC's CMP standards for El Cerrito Road at the I-15 southbound ramps, the I-15 southbound off-ramp would need to be widened to increase the number of lanes to three lanes. This intersection requires that the southbound off-ramp be widened to contain one shared through-left lane and two right-turn lanes.
- In order to achieve the RCTC's CMP standards for El Cerrito Road at the I-15 northbound ramps, the I-15 northbound off-ramp would need to be widened to increase the number of lanes to two lanes. This intersection requires that the northbound on-ramp be widened to contain one left-turn lane and one shared left-through-right lane turn lane.

### Climate Action Plan

The update to the City's CAP focuses on GHG reduction strategies to achieve the 2030 and 2040 reduction goals. The proposed CAP would implement the General Plan and would help reduce GHG emissions generated by existing and proposed land uses in the City. The CAP Measures 7.1 and 7.2 would encourage use of alternative modes of transportation and overall reduce trips and associated VMT. Therefore, the CAP would result in beneficial impacts to traffic.

## Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

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**Impact 5.17-3: Project-related trip generation in combination with existing and proposed cumulative development would exceed the City's VMT threshold and would be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). [Threshold T-2]**

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Support for this environmental impact conclusion is fully discussed in Section 5.17, *Transportation*, and in particular, starting on page 5.17-39 of the DEIR.

## General Plan

A multimodal approach to solving transportation solutions is required to solve southern California's traffic congestion impacts. A key element of the approach is to reduce the number of vehicles using the freeway and roadway systems and to reduce VMT. This may be accomplished by eliminating some trips via transit or carpooling, consolidating other trips, and making the trip length shorter through efficient land use planning. The City of Corona has adopted a threshold of a no net increase in VMT compared to existing conditions. The City and SOI are anticipated to have a VMT/SP of 32.6 which is 2.4 VMT/SP higher than existing conditions. The primary reason for this is because much of the planned growth is in the outlying areas of the City rather than in the City center, which is already built out, and in the Temescal Canyon Planning Area.

The City of Corona has adopted a threshold of no net increase in VMT compared to the current General Plan as the cumulative impact criteria. Since the Current General Plan and proposed General Plan Update have the same land use assumptions, the only differences in the scenarios are the road diet on 6th Street, which reduces the number of lanes from four to two in the proposed project.

Table 5.17-9, *Cumulative VMT/SP Analysis*, on page 5.17-41 of the DEIR, identifies that the project would result in a slight (0.03 percent) increase in VMT/SP compared to the current General Plan. The results of the modeling estimates indicate that vehicles are selecting a slightly longer path of travel given

the lane reduction in capacity on 6th Street. The relatively small increase in VMT is consistent with the relatively small decrease in lane miles (the 1.75 lane mile reduction on 6th Street is 0.3 percent of the total lane miles within the model in the City of Corona and 0.002 percent of the total lane miles in the SCAG region). These results are contrary to the theory of induced travel which has found a significant relationship with increasing highway capacity corresponding to increases in VMT. It follows that a reduction in capacity should yield a reduction in VMT for the region. Given the geographic scale of the SCAG region in the CGPM, it is unlikely that the model is sensitive enough to account for effects of induced travel to be accurately reflected in these VMT estimates. The increase in VMT forecasted is within the model standard error and is likely negligible. However, cumulative impacts are conservatively considered significant because the model results show an increase compared to the current General Plan.

### Mitigation Measures

T-1 The City shall consider the following implementation programs to reduce citywide VMT:

- **VMT exchange program.** VMT generators can select from a pre-approved list of mitigation projects that may be located within the same jurisdiction or possibly from a larger area. The intent is to match the project's needed VMT reduction with a specific mitigation project of matching size and to provide evidence that the VMT reduction will reasonably occur.
- **VMT Mitigation Bank.** A mitigation bank is intended to serve as an entity or organization that pools fees from development projects across multiple jurisdictions to spend on larger scale mitigation projects. This concept differs from the more conventional impact fee program approach described above in that the fees are directed to a few larger projects that have the potential for a more significant reduction in VMT and the program is regional in nature.

### Climate Action Plan

The update to the City's CAP focuses on GHG reduction strategies to achieve the 2030 and 2040 reduction goals. The proposed CAP would implement the General Plan and would help reduce GHG emissions generated by existing and proposed land uses in the City. The CAP Measures 7.1 and 7.2 would encourage use of alternative modes of transportation and overall reduce trips and associated VMT. Therefore, the CAP would result in beneficial impacts to traffic.

### Finding

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other

considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section IV of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

#### **IV. ALTERNATIVES TO THE PROPOSED PROJECT**

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore, merit in-depth consideration, and which ones are infeasible.

##### **A. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS**

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the DEIR.

###### **1. Alternative Development Areas**

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). The proposed project is the General Plan Update for the City of Corona. The City does not have authority to carry out functions pursuant to its General Plan, including regulating land uses outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

###### **Finding**

The City finds that there are no alternative development areas for the proposed project as the City does not have jurisdiction over land uses outside of the City's boundaries. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

###### **2. Reduced Land Use Intensity in the SOI**

A Reduced Land Use Intensity in the SOI was considered in order to reduce VMT compared to existing conditions and the General Plan Update. Reducing land use intensity in the SOI would reduce VMT



because new development is forecasted to occur primarily on the edges of the City rather than intensifying land uses in the City center. In general, California Public Resources Code Section 21159.26 discourages reduced residential land use density as an alternative if there is another feasible project alternative that would provide a comparable level of mitigation. However, much of the new growth proposed under the existing General Plan and proposed General Plan Update would occur in the SOI. Therefore, residents living in these areas would have to commute farther than existing residences to places of employment in the City and SCAG region. The Reduced Land Use Intensity Alternative would reduce the amount of housing allowed in the SOI, in order to reduce sprawl in the outlying areas, which would thereby, reduce VMT. However, the land use forecasts for the SOI are based on adopted specific plans in the County, meaning that land uses are entitled but have not yet been built. Therefore, because of the growth in the SOI that is already entitled, the Reduced Land Use Intensity Alternative is considered and rejected.

### **Finding**

The City finds this alternative is be infeasible as growth in the SOI is already entitled, as indicated in the existing and proposed General Plan. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

### **3. Agricultural Preserve Alternative**

An alternative that would redesignate areas currently identified as Farmland and/or Williamson Act contract was considered and rejected as infeasible because this alternative would not be consistent with the City's goals for housing and jobs and because it would place farmland near incompatible land uses. This would create islands of agricultural uses within an urbanized setting, potentially resulting in incompatible land uses. The City's policy towards the long-term maintenance of agriculture can also be seen from the land use designations proposed, none of which would solely allow agriculture permanently. Additionally, the economic viability of agricultural use in Riverside County has declined as a result of losing many of the support services associated with the agricultural industry. Ultimately, the long-term viability of agriculture within the City is limited due to the increasing land prices and values, higher water costs, higher labor costs, higher property taxes, competition from other parts of the state, and the growing urbanization of the area. These factors make the long-term, permanent use of lands within the City for agricultural purposes economically infeasible.

### **Finding**

The City finds that the redesignation of agricultural preserves is infeasible as this alternative would not meet the City's goals for housing and jobs and because it would place farmland near incompatible land uses. As described in these Findings of Fact, the proposed project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide

environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

## **B. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS**

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project. Table 7-5, *Summary of Impacts of Alternatives Compared to the Proposed Project*, on page 7-21 of the DEIR, identifies how each of the alternatives selected for further analysis compare to the proposed project. Table 7-6, *Ability of Each Alternative to Meet the Project Objectives*, on page 7-22 of the DEIR, provides a summary of the ability of the alternatives to achieve the project objectives.

### **1. No Project/Existing General Plan Alternative**

In the No Project/Existing General Plan Alternative, the General Plan Update would not be implemented by the City. The current General Plan would remain in effect. Land use designations, intensities, and densities of the proposed project would remain unchanged, in comparison to the existing General Plan; the General Plan Update would update the Land Use Plan with General Plan Amendments that have been approved since 2004.

The primary difference between the proposed General Plan and the No Project/Existing General Plan Alternative (i.e., the current General Plan) are the proposed policies. Under the No Project/Existing General Plan Alternative, these changes would not occur:

- Circulation Element Policies to address the Complete Streets Act
- Changes to the Roadway Plan
  - 6th Street 'Road Diet'
  - Roadway classification changes
- Public Safety Element Policies (including climate change adaptation and vulnerability assessment, wildfire, and airport land use compatibility)
- Healthy Communities Element Policies (including environmental justice)
- Parks, Recreation, Cultural Arts, & Education Element Policies (addresses new trails)
- Infrastructure Element Policies (reclaimed water goals)
- Community Design Element Policies (designates the New Foothill Corridor as a Local Scenic Corridor)

As identified in Table 5.17-9, *Cumulative VMT/SP Analysis*, in Section 5.17, *Transportation*, the proposed project also includes changes to the circulation network to provide a 'road diet' on 6th Street, which reduces the number of lanes on 6th Street from four to two in the proposed project. Under the

proposed project vehicles are selecting a slightly longer path of travel given the lane reduction in capacity on 6th Street. As a result, this alternative results in a slight (<1 percent) decrease in total VMT but the same VMT per service population (SP) as the proposed project, as shown in Table 7-2, *No Project / Existing General Plan Development Alternative VMT/SP Analysis*, on page 7-9 of the DEIR.

Impacts of the No Project/Existing General Plan alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, noise public services, recreation, tribal cultural resources, and utilities and service systems. Impacts would be greater for energy and GHG emissions. This alternative would eliminate the proposed project's cumulative VMT impact on transportation and lessen project-level VMT impacts caused by a slight increase in VMT associated with the updated Roadway Plan.

### **Finding**

The No Project/Existing General Plan Alternative would not implement the proposed General Plan Update policies, which are designed to further enhance the project objectives, compared to the existing General Plan. While this alternative would eliminate the project's cumulative VMT impact, this alternative would result in greater impacts to energy and GHG emissions. As a result, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the FEIR.

## **2. Transit Oriented Development Alternative**

The Transit Oriented Development Alternative would increase land use intensity within a quarter mile of existing transit stops near downtown Corona, including the North Main Metrolink and areas served by the Corona Cruiser up to 60 dwelling units per acre. The Metrolink runs east-west through Home Gardens and Corona. The Corona Cruiser operates a blue line and red line route throughout the City.

The North Main Metrolink Station is at 250 East Blaine Street. As shown in Table, 7-3, *Land Use Designations with a Quarter Mile of the North Main Metrolink Station*, on page 7-15 of the DEIR, while 24 percent of this area allows mixed-use development, the remainder of this area is designated primary for General Commercial use, Light Industrial, and General Industrial use. This alternative would redesignate the entire area within a quarter mile of the North Main Metrolink Station to allow residential up to 60 dwelling units per acre.

The land use statistics for the Transit Oriented Development Alternative are compared in Table 7-1. As identified in this table, this alternative would result in 2,113 additional residential units and 7,200 people within the City. Additionally, the redesignation would result in a loss of approximately 260,220 square feet non-residential uses and 285 less employees compared to the proposed project. As a result, this alternative results in a slight (2 percent) increase in total VMT but a slight (<1 percent) decrease in total VMT/SP—a measure of a project's land use efficiency—compared the proposed project, as shown in Table 7-4, *Transit Oriented Development Alternative VMT/SP Analysis*, on page 7-15 of the DEIR.

Impacts of this alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, tribal cultural resources, and wildfire. Impacts would be greater for air quality, energy, public services, recreation, and utilities and service systems. Impacts to GHG emissions and transportation would be less than the proposed project.

#### **Finding**

The Transit Oriented Development Alternative would meet all of the project objectives to the same extent as the proposed project. While this alternative would lessen the project's GHG emissions impact, this alternative would result in greater air quality, energy, public services, recreation, and utilities and service systems impacts compared to the proposed project. As a result, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the FEIR.

## V. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered “acceptable” (State CEQA Guidelines § 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines § 15093 [b]). The agency’s statement is referred to as a Statement of Overriding Considerations.

The following provides a description of the project’s significant and unavoidable adverse impact and the justification for adopting a statement of overriding considerations.

### A. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Although most potential project impacts have been substantially avoided or mitigated, as described above, there remains 13 project impacts for which complete mitigation is not feasible. The DEIR identified the following significant unavoidable adverse impacts of the project, which would continue to be applicable upon implementation of the proposed project:

#### Air Quality

- **Impact 5.3-1.** The General Plan Update would be inconsistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) because buildout under the plan would exceed the population and employment estimates assumed for the AQMP and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). Incorporation of Mitigation Measures AQ-2 into future development projects for the operation phase described in Impact 5.3-3, below, would contribute to reduced criteria air pollutant emissions associated with buildout of the General Plan Update. Additionally, goals and policies included in the General Plan Update would promote increased capacity for alternative transportation modes and implementation of transportation demand management strategies. However, due to the magnitude and scale of the land uses that would be developed, no mitigation measures are available that would reduce operation and construction impacts below SCAQMD thresholds. In addition, the population and employment assumptions of the AQMP would continue to be exceeded until the AQMP is revised and incorporates the projections of the General Plan Update. Therefore, in regard to the General Plan Update, Impact 5.3-1 would remain *significant and unavoidable*.
- **Impact 5.3-2.** Buildout of the General Plan Update would occur over a period of approximately 20 to 21 years or longer. Construction activities associated with buildout of the General Plan Update could generate short-term emissions that exceed the SCAQMD’s significance thresholds during this time and cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of Mitigation Measure AQ-1 would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, construction time frames and equipment for site-specific development projects are not available at this time and there is a

potential for multiple development projects to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measure AQ-1, Impact 5.3-2 as it pertains to the General Plan Update would remain *significant and unavoidable*.

- **Impact 5.3-3.** Buildout in accordance with the General Plan Update would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AQ-2, in addition to the goals and policies of the General Plan Update, would reduce air pollutant emissions to the extent feasible. The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the City and SOI. However, due to the magnitude of emissions generated by residential and nonresidential land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.3-3 would remain *significant and unavoidable*.
- **Impact 5.3-4.** Implementation of the General Plan Update would generate toxic air contaminants (TACs) that could contribute to elevated levels in the air basins. While individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of risk in the SoCAB. Therefore, the General Plan Update's cumulative contribution to health risk is *significant and unavoidable*.
- **Impact 5.3-5.** Mitigation Measures AQ-1 and AQ-2 (applied for Impacts 5.3-2 and 5.3-3, respectively) would reduce the regional construction and operation emissions associated with buildout of the General Plan Update and therefore, also result in a reduction of localized construction- and operation-related criteria air pollutant emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities and large emitters of onsite operation-related criteria air pollutant emissions, construction and operation emissions generated by individual development projects have the potential to exceed SCAQMD's localized significance threshold (LSTs). Impact 5.3-5, in regard to the General Plan Update, would remain *significant and unavoidable*.

#### **Agriculture and Forestry Resources**

- **Impact 5.2-1.** Development of the General Plan Update would convert Farmland to non-agricultural use. While mitigation measures were considered; they would not fully mitigate the direct loss of farmlands associated with the implementation of the General Plan Update because there would still be a net reduction in the total amount of land suitable for agricultural use. Consequently, the associated loss of agricultural production under Impact 5.2-1 would be *significant and unavoidable*.
- **Impact 5.2-2.** Development of the General Plan Update would convert Williamson Act Land to non-agricultural use. Consequently, the associated loss of agricultural preserve lands under Impact 5.2-2 would be *significant and unavoidable*.

## Cultural Resources

- **Impact 5.5-1.** Policies included in the General Plan as well as Mitigation Measures CUL-1 through CUL-4 would reduce potential impacts associated with historic resources. However, if a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level. As a result, impacts on historic resources as a result of future development in accordance with the proposed General Plan Update are *significant and unavoidable*.

## Greenhouse Gas Emissions

- **Impact 5.8-1.** Implementation of Mitigation Measure GHG-1 would establish a pathway towards meeting the long-term year 2050 greenhouse gas (GHG) reduction goal set by Executive Order S-03-05. However, at this time, there is no plan past 2030 that achieves the long-term GHG reduction goal established under Executive Order S-03-05. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Advancement in technology in the future could provide additional reductions to allow the state and City to meet the 2050 goal, however no additional statewide measures are currently available. Therefore, Impact 5.8-1 would be *significant and unavoidable*.

## Mineral Resources

- **Impact 5.12-1.** The proposed project would result in a loss of mineral resource availability due to development of the General Plan Update. While mitigation measures were considered, they would not fully mitigate the loss of mineral resources because this loss would be irreversible. Consequently, the associated loss of mineral resources under Impact 5.12-1 would be *significant and unavoidable*.

## Noise

- **Impact 5.13-1.** Mitigation Measure N-1 would reduce potential noise impacts during construction to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential longevity of construction activities, Impact 5.13-1, could result in a temporary substantial increase in noise levels above ambient conditions. Therefore, impacts would remain *significant and unavoidable*.

## Transportation

- **Impact 5.17-2.** The traffic analysis identified improvements to the Interstate 15 (I-15) ramps that would improve traffic conditions to achieve the Riverside County Transportation Commission's (RCTC) Congestion Management Plan (CMP) standard of level of service (LOS) "F" to ensure consistency with the RCTC CMP. However, intersection #22 (El Cerrito Road at the I-15 southbound ramps) and #23 (El Cerrito Road at the I-15 northbound ramps) are within Caltrans jurisdiction and the City cannot guarantee that this improvement will be implemented. Therefore,



Impact 5.17-2 impacts associated with consistency with the RCTC's CMP are considered *significant and unavoidable*.

- **Impact 5.17-3.** Implementation of the General Plan Update would result in an increase in vehicle miles traveled (VMT) from existing conditions and compared to the Current General Plan. Future development projects consistent with the General Plan would need to consider transportation demand management (TDM) consistent with those identified in the Circulation Element. Mitigation Measure 17-1 would require the City to consider a VMT offset program, such as a VMT exchange or VMT mitigation bank to offset any increase project-level VMT generate by a project. Because the effectiveness of TDM measures included in the General Plan and the feasibility of a VMT offset program in Mitigation Measure 17-1 has not been determined, project and cumulative impacts under Impact 5.17-3 are *considered significant and unavoidable*.

## **B. PROJECT BENEFITS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS**

The following section describes the benefits of the proposed project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the FEIR has indicated that there will be 13 significant project impacts if mitigation measures for these impacts cannot be implemented. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the proposed project, as set forth below, has been prepared. Pursuant to CEQA Guidelines §15093(c), the Statement of Overriding Considerations will be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the proposed project.

Having reduced the potential effects of the proposed project through all feasible mitigation measures as described previously herein, and balancing the benefits of the proposed project against its potential unavoidable adverse impacts on Agriculture and Forestry Resources, Air Quality, Cultural Resources, Greenhouse Gas Emissions, Mineral Resources, Noise, and Transportation if the mitigation measures for these impacts cannot be implemented, the City finds that the following legal requirements and benefits of the proposed project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

### **1. Implements the Objectives Established for the Proposed Project**

The proposed project would provide goals and policies that would facilitate and achieve the project objectives:

- Providing well-designed and accessible residential, commercial, and industrial areas;
- Retaining and enhancing Corona's small-town character;
- Restoring downtown Corona as the historic core of the City;
- Ensuring the movement of people, goods, and services through the City and larger region;

- Improving employment opportunities for Corona residents; ensuring that Corona is safe;
- Respecting and enhancing Corona's environmental resources; engaging Corona's active citizenry to achieve an efficient and responsive government; and
- Fostering a vibrant community that supports healthy lifestyles, historical resources, arts, education, and culture for all residents.

## **2. Provides an Increase in Housing to Meet the City's Regional Housing Needs**

The proposed project would introduce 11,511 housing units in the City and SOI. To make meaningful reforms to the housing crisis in California, the State Department of Housing and Community Development (HCD) recently declared that cities and counties in Southern California will have to plan for the construction of 1.3 million new homes in the next decade. The Southern California Association of Governments (SCAG) will distribute the increased targets to jurisdictions based on factors such as jobs, households, and affordability. For cities and counties that do not perform, the state can withhold state transportation revenue generated from Senate Bill 1 (2017). The Housing Element of the General Plan Update includes several policies to support a variety of housing types and densities to accommodate residents in the City.

## **3. Consistency with the Regional Goals in the RTP/SCS**

SCAG's 2016-2040 RTP/SCS was adopted April 7, 2016. The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in the 2016-2040 RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas; provide neighborhoods with efficient and plentiful public transit and abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands.

The proposed project provides goals and policies that would be consistent with the goals of the RTP/SCS. For instance, the General Plan Update would address economic growth in the City and SOI by increasing and retaining high-wage jobs to support residents; design, develop, and maintain transportation networks to maximize efficient mobility and accessibility; improve travel safety such as emergency access, first/last mile connectivity, and bike and pedestrian safety; determine how proposed development would impact existing traffic capacities and determine the needs for improving future traffic capacities; and provide guidance to improve the transportation system in the City and SOI.

## **4. Consistency with the Riverside County ALUC**

ALUC review is required for adoptions of, or amendments to a General Plan or Specific Plan; zoning ordinance; Master Plan for public use airports; and heliports within the airport influence area (Public Utilities Code Sections 21676(b), 21676(c), 21664.5, and 21661.5).

The proposed project would not result in changes to the land use designations, density, or intensity levels compared to the 2004 General Plan. The General Plan Update would be consistent with the

policies of the ALUC — Compatibility Zone C imposes a 75-person/acre limit to areas designated as Light Industrial/Warehousing, and the highest employment density in this area under the General Plan Update is 21 employees/acre; and Compatibility Zone D imposes a limit of 100 people/acre in Zone D, and as the employment densities in Zone C, under the General Plan Update, are substantially lower than the maximum intensity limit, it is unlikely that employment density in Zone D is above this limit.

Moreover, the ALUC criterion of 60 dB CNEL contour is designated for residential use while the City standard is 65 dB CNEL, however, under the General Plan Update, there is no land within the 60 dB CNEL contour that is designated residential, and therefore, there are no inconsistencies. Additionally, the ALUC does not impose an airport-related height limit, therefore, the Citywide height limit would not conflict with this criterion.

Lastly, at the March 12, 2020 ALUC review hearing, the Riverside County ALUC found the City's proposed General Plan Update to be consistent with the ALUP provided that a note stating that new low density residential development in Zone D must have a density of at least 5 dwelling units per acre; and a note stating that permissible intensity levels (maximum floor-area-ratios) are lower within Compatibility Zones C and D of the Corona Municipal Airport Influence Area, where limitations on the number of persons per acre apply. Provided that these recommendations to the General Plan are made in accordance with the ALUC, the proposed project is consistent with the ALUP and no impacts would occur.

## **5. Promotes the City's Economic Vision**

The General Plan Update supports the City's economic vision by including economic strategies that reflect the changing condition. Policies from the Economic Development Element of the proposed General Plan that support the City's economic vision include:

- **ED-1.1** Encourage a variety of industries to locate in Corona, including commercial/professional office uses, specialized medical services, manufacturing, and "clean," high technology industries that provide high-skill/high-wage job opportunities.
- **ED-2.3** Encourage growth of specialty medical services industry which would allow for new employment opportunities and encourage the placement of skilled students within Corona. Increased medical specialties would also eliminate some traffic exiting daily to other counties for these services.
- **ED-3.1** Analyze economic development opportunities in targeted growth areas that could meet the City's economic needs, while following guidelines that ensure compatibility with the City's economic strategy.
- **ED-4.4** Promote and recruit new businesses that (a) fill gaps in the range of goods and services currently available and are needed by the City's residents and (b) act as catalysts for attracting other retailers to the City.
- **ED-5.3** Pursue a variety of funding approaches, including impact fees, assessments, transportation funds, and other programs to revitalize and upgrade infrastructure.

- **ED-6.1** Develop collaborative relationships between private and public entities to achieve and maintain a comprehensive and coordinated economic development process.

## **6. Complies with Current Legislations**

### **AB 1358 – California Complete Streets Acts (2008)**

Various elements of the General Plan Update contain policies that help the City implement AB 1358, the California Complete Streets Act, including:

- **CE-3.1** Implement and maintain traffic signal coordination and advanced traffic management strategies throughout the City to the maximum extent practicable and integrate signal systems with adjacent jurisdictions and Caltrans.
- **CE-3.2** Implement, maintain, and enforce the traffic demand and system management recommendations in the South Coast Air Quality Management District's Air Quality Management Plan and in the Riverside County Congestion Management Program.
- **CE-3.3** Encourage employers to reduce vehicular trips by offering to employees commute trip reduction programs, such as transit fare subsidies, alternative work schedules and telecommuting, employer-sponsored van pools or shuttles, ride share programs, and bike share.
- **CE-4.1** Maintain local fixed-route and demand-responsive transit service to ensure mobility within Corona and to ensure that users have adequate access to public facilities, services, and employment options.
- **CE-4.2** Work with the Riverside Transit Agency to identify needs for additional bus services and enhancements to existing services.
- **CE-4.3** Encourage the development of additional regional public transportation services and facilities, including park-and-ride near the SR-91 and I-15 freeways and mobility hubs at key transit stations.
- **CE-4.4** Ensure public transit opportunities (e.g., fixed-route buses, paratransit) for elderly and disabled persons and accessibility of such services by elderly and disabled persons.
- **CE-4.5** Encourage employers to reduce single-occupant vehicular trips by providing employee incentives (e.g., reduced rate transit passes).
- **CE-4.6** Require new development to provide transit facilities, such as bus shelters and turnouts, where deemed necessary, to encourage the use of transit and other alternative forms of transportation.
- **CE-4.7** Preserve options for expanding future transit use when designing improvements for roadways or redeveloping major developments and including areas for transit facilities.

- **CE-4.8** Encourage access to and the expansion of regional rail transportation facilities and services at the Metrolink stations to increase ridership.
- **CE-4.9** Encourage the development of bus rapid transit systems along major transportation corridors where feasible.
- **CE-4.10** Improve first/last mile connections to improve transit use and accessibility. Explore use of transportation network companies, micro-transit, and other emerging technologies to strengthen the transit system.
- **CE-5.1** Provide for safety of bicyclists, equestrians, and pedestrians by adhering to national standards and uniform practices; adhere to accessibility requirements for people with disabilities.
- **CE-5.2** Maintain existing pedestrian facilities and encourage new development to provide walkways between and through developments.
- **CE-5.3** Provide for safe accessibility to and use of pedestrian facilities by people with disabilities to implement accessibility requirements under the American with Disabilities Act.
- **CE-5.4** Develop bicycle routes in accordance with the City's adopted Bicycle Master Plan and implement other elements of that plan.
- **CE-5.5** Develop and maintain a bikeway system that provides connections to routes of neighboring jurisdictions and regional bikeways.
- **CE-5.6** Encourage new and existing development to provide accessible and secure areas for bicycle storage. Provide bicycle racks or storage facilities at public facilities and require bicycle parking, storage, and other support facilities as part of new office and retail developments.
- **CE-5.7** Use easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets wherever possible for bikeways and equestrian and hiking trails.
- **CE-5.8** Improve bicycling and pedestrian safety by minimizing conflict points (e.g., bicycle and vehicle crossings) with motorized traffic, separating bike routes and truck routes where possible, or adding and improving existing facilities with buffers/barriers to separate bikes from vehicle lanes.
- **CE-5.9** Coordinate with the Riverside County General Plan and the Santa Ana River Trails Plan to create an uninterrupted Class I bicycle route through Corona that connects to the Santa Ana River Trail in surrounding cities.
- **CE-5.10** Encourage and support safe bicycle riding on City streets. Provide bicycle safety and education programs through public outreach. Support future bikeway designs that minimize bicycle conflicts with vehicles, separate bikeways from vehicles where possible, and lower bicycle level of stress.

## **SB 1000 – Environmental Justice (2016)**

Senate Bill 1000 (SB 1000), Planning for Healthy Communities Act, mandate that cities adopt an environmental justice (EJ) element or integrate EJ policies, objectives, and goals into other elements in their general plans. The Healthy Community Element of the General Plan Update addresses the identification of objectives and policies to reduce the unique compounded health risks in all neighborhoods, including disadvantaged communities; promote civil engagement in public decision-making process, including the development and implementation of programs; and prioritize improvements and programs that address the needs throughout the community, including disadvantaged communities:

- **HC-1.1** Ensure that affected residents and stakeholders have the opportunity to fully participate in the land use, policy, and program decisions that impact their health and well-being.
- **HC-1.2** Schedule public meetings and/or workshops on key issues affecting the public at times and locations convenient to community members and other stakeholders to encourage participation in decision-making.
- **HC-1.4** Raise the public's and decision-makers' awareness of the importance of a healthy environment, the issues affecting a healthy environment, and the goals of environmental justice.
- **HC-2.4** Ensure that individuals, neighborhoods, and businesses clearly understand the potential for adverse pollution, noise, odor, vibration, and lighting and glare, and the effects of toxic materials or emissions when generating uses are proposed near them.
- **HC-4.2** Encourage opportunities for retrofitting housing, improving access to housing, or developing accessory units that improve the ability of aging residents or disabled people to reside in their homes as long as possible.

## **SB 1241 – Safety Element Fire Hazard Impacts (2012)**

California Government Code § 65302 requires that safety elements be revised periodically to address wildfire risks in accordance with regulations and guidance promulgated by the Board of Forestry and Fire Protection. The Public Safety Element of the General Plan Update includes goals and policies pertaining to emergency preparedness and programming, and fire personnel and facilities within the City. The Public Safety Element describes the fire hazards in the City, the services provided by the Corona Fire Department, the Corona Fire response zones, and provides maps of the wildfire hazard severity zones and provides goals and policies to reduce fire hazards:

- **PS-8.1** Provide needed fire stations and maintain them in good condition to enable timely and effective response to emergencies in keeping with city standards, community service expectations, and city financial resources.
- **PS-8.2** Ensure that fire staff at all levels are sufficient in number and appropriately trained to effectively plan and respond to all types of fire and related emergencies in the community.

- **PS-8.3** Maintain mutual aid, automatic aid, and other multi-agency cooperative agreements to ensure that urban fire, wildfire, tactical response, hazmat, and other services are available at all times.
- **PS-8.4** Regular maintain, upgrade, and replace fire apparatus and support vehicles and needed equipment to be prepared and effectively respond to fire, traffic, medical, and related emergencies.
- **PS-8.5** Conduct periodic fire-related exercises with City public safety personnel and those of nearby jurisdictions, and the state to remain prepared for situations requiring multi-jurisdictional coordinated response.
- **PS-8.6** Participate in and conduct regular training of all fire and related personnel to ensure that staff are prepared to address emergency medical, fire, and other related emergencies in the community.
- **PS-8.7** Adhere to and periodically update fire department strategic plans, policies and procedures, and other internal standards to continuously meet service level requirements and priorities, including department response times.
- **PS-8.9** Continue to monitor and adhere to the latest changes in state legislation and guidelines with respect to fire planning, prevention, and suppression.
- **PS-9.1** Continue to review and adopt the most recent edition of the California Building Standards Code (Title 24), including local amendments, to ensure the use of the latest technology and building standards in the city.
- **PS-9.2** Continue to conduct all existing occupancy inspections, including those that are state mandated within the appropriate time frame for compliance with fire safety regulations and providing education to business owners.
- **PS-9.3** Ensure that roadway, bridge and driveway standards are adequate and appropriately maintained to allow safe access to premises where emergencies take place and safe evacuations wherever needed.
- **PS-9.4** Maintain safe and accessible evacuation routes throughout the community; take precautions and ensure backup or mitigations for routes crossing high hazard areas (e.g., flood, seismic, high fire, etc.).
- **PS-9.5** Work cooperatively with city departments, community groups, and individual homeowners to ensure that vegetation management is being maintained in the designated fuel modification areas.
- **PS-9.6** Work cooperatively with CAL FIRE, US Forest Service, Department of Corrections, and other agency stakeholder to advocate for the installation and maintenance of fire breaks in wildland areas surrounding Corona.



- **PS-9.7** Encourage and provide fire safety education and support programs for residents of all ages to promote participation, fire prevention, voluntary compliance, and community awareness/preparedness.
- **PS-9.8** Work with youth in the community and local school district to tailor programs that encourage safe practices and reduce the incidence of fire and associated damages to property and personal injury.
- **PS-9.9** Conduct fire investigations as needed on residential, commercial, industrial structures and other land uses to provide protection to the community and gather information for possible trending issues.
- **PS-10.1** Locate, when feasible, new essential public facilities outside of high fire risk areas; if not feasible, require construction and other methods to harden and minimize damage for existing/planned facilities in such areas.
- **PS-10.2** Require all improved and new homes, structures, and facilities in the very high fire hazard severity zones to adhere to additional fire safe design standards consistent with state law and local practice.
- **PS-10.3** Require all improved and new developments to be thoroughly reviewed for their impact on safety and the provision of fire protection services as part of the development review process.
- **PS-10.4** Require new and rehabilitated homes and structures to meet or exceed City fire prevention standards and state law, including building access, construction design, sprinklers, and others as required by Corona Fire.
- **PS-10.6** Require fuel modification plans and vegetation clearance standards for development in VHFHSZs to protect structures from wildfire, protect wildlands from structure fires, and provide safe access routes for the community and firefighters within the project boundary, which may be extended pursuant to required findings when in accordance with state law, local ordinance, rule or regulation and no feasible mitigation measures are possible.
- **PS-10.7** Condition approval of parcel maps and tentative maps in VHFHSZs based on meeting or exceeding the SRA Fire Safe Regulations and the fire hazard reduction around buildings and structures regulations within the project boundary, which may be extended pursuant to required findings when in accordance with state law, local ordinance, rule or regulation and no feasible mitigation measures are possible.
- **PS-10.8** Coordinate with the Department of Water and Power to ensure that adequate water supply and flows are available for firefighting; where inadequate, ensure provision of off-site water supply and transport.
- **PS-10.9** Continue to require visible premise identification and signage per Corona's Premise Identification Guideline that meet or exceed SRA and CFC requirements.

## **SB 379 – Climate Resiliency and Vulnerability (2015)**

In order to comply with Government Code Section 65302(g)(4), a climate change vulnerability assessment, adaptation plan to address these vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy are needed. In addition to the policies in the Public Safety Element to adapt to the growing threat of wildfire identified above, the Corona General Plan Update provides goals and policies in accordance SB 379 to adapt to increased drought and emergency response in light of other potential hazards (e.g., flooding):

- **IU-2.1** Continue to implement the City's water conservation and reuse efforts; review these programs regularly, and modify them as appropriate and feasible.
- **IU-2.2** Establish guidelines and standards for water conservation and actively promote use of water-conserving devices and practices in new construction, major alterations and additions to existing buildings, and retrofitting of irrigation systems where feasible.
- **IU-2.3** Require incorporation of best available technologies for water conservation, internally and externally, in new construction and associated site design. IU-2.6 Encourage the use of recycled water by industrial, commercial, and institutional users through the use of incentives such as differential pricing; require recycled water use for landscaped irrigation, grading, and other noncontact uses in new projects, where feasible.
- **IU-2.7** Require the use of recycled water for landscaped irrigation, grading, and other noncontact uses in new developments, parks, golf courses, sports fields, and comparable uses, where feasible.
- **IU-2.8** Continue to provide and support public educational efforts to residents, business, and students regarding the importance of water conservation and recycled water use.
- **IU-2.9** Require that grading plans be designed and implemented to reduce stormwater runoff by capturing rainwater onsite and storing on a temporary, short-term basis to facilitate groundwater recharge rather than relying solely on community drainage facilities.
- **IU-2.10** Require the use of rainwater capture and storage facilities, techniques, and improvements in residential and nonresidential developments to further objectives for water conservation. IU-2.6 Encourage the use of recycled water by industrial, commercial, and institutional users through the use of incentives such as differential pricing; require recycled water use for landscaped irrigation, grading, and other noncontact uses in new projects, where feasible.
- **IU-2.7** Require the use of recycled water for landscaped irrigation, grading, and other noncontact uses in new developments, parks, golf courses, sports fields, and comparable uses, where feasible.
- **IU-2.8** Continue to provide and support public educational efforts to residents, business, and students regarding the importance of water conservation and recycled water use.

- **IU-2.9** Require that grading plans be designed and implemented to reduce stormwater runoff by capturing rainwater onsite and storing on a temporary, short-term basis to facilitate groundwater recharge rather than relying solely on community drainage facilities.
- **IU-2.10** Require the use of rainwater capture and storage facilities, techniques, and improvements in residential and nonresidential developments to further objectives for water conservation.
- **PS-11.1** Adhere to the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS) to coordinate effective response to emergencies and disasters.
- **PS-11.2** Maintain emergency and hazard mitigation plans; update and define roles of city departments and other partnering agencies in the event of an emergency or disaster, ensuring interagency coordination and collaboration with the Operational Area (SEMS).
- **PS-11.3** Conduct periodic emergency management exercises with city personnel and nearby jurisdictions to remain prepared for situations requiring multi-jurisdictional coordinated response.
- **PS-11.4** Maintain Structure Protection Plans and other pre-planning activities and plans to remain prepared for emergencies throughout the community.
- **PS-11.5** Ensure that the Emergency Operations Plan and Standard Operating Procedures provide for efficient and orderly notification and evacuation on a citywide basis. Ensure they address accessibility issues and mass notification capabilities utilizing our city, county, state, and federal communication systems.
- **PS-11.6** Improve continuity of operations capabilities to include the development of a City of Corona Continuity of Operations Plan, in addition to enhancing the Emergency Operation Center (EOC) readiness and the EOC responder training and exercises, and continuously testing and improving upon the effectiveness of the Emergency Operation Plan.
- **PS-11.7** Sponsor and support the public education programs and outreach efforts referencing community hazards, emergency preparedness, and response protocols and procedures. Target and partner with community groups, schools, religious institutions, and business associations (NIMS).
- **PS-11.8** Facilitate planning efforts to ensure expeditious and coordinated recovery processes following any serious emergency/disaster.
- **PS-11.9** Ensure all local, state, and federal mandates are adhered to should the City proclaim a local emergency and request any state and/or federal funding.
- **PS-11.10** Participate in the review and update of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan every five years in coordination with all participating jurisdictions and Riverside County Emergency Management Department; implement goals and objectives therein to reduce risks from hazards and guide decision-making.

## **SB 32 – Global Warming Solutions Act (2016)**

As part of the General Plan Update, the City of Corona proposes to update its Climate Action Plan (CAP) which covers greenhouse gas (GHG) emissions and emissions reductions in the City. The GHG reduction measures of the CAP allow the City to continue reductions consistent with the State's interim emissions reduction goal of lowering emissions 40 percent below 1990 levels by 2030 under SB 32 and long-term goal of 80 percent below 1990 levels by 2050 under Executive Order S-03-05. A straight-line projection from the 2030 to 2050 goals would result in a reduction goal of 66 percent below 2008 levels by 2040 midpoint, which corresponds to the General Plan horizon. The CAP update focuses on developing reduction strategies to achieve the 2030 and interim 2040 reduction goals.

- Measure 1.1: Energy efficiency training, education, and recognition in the residential sector
- Measure 1.2: Increase community participation in existing energy efficiency programs
- Measure 1.3: Promote home energy evaluations
- Measure 1.4: Promote residential home energy renovations
- Measure 2.1: Exceed energy efficiency standards
- Measure 3.1: Energy efficiency training, education, and recognition in commercial sector
- Measure 3.2: Increase business participation in existing energy efficiency programs
- Measure 3.3: Nonresidential building energy audits

## **7. Other Considerations**

There are unavoidable, significant impacts in seven categories: Air Quality, Agriculture and Forestry Resources, Cultural Resources, Greenhouse Gas Emissions, and Mineral Resources, Noise, and Transportation.

- If the City does not update the General Plan, there would still be significant impacts relating to air quality, GHG emissions, and construction noise. Even without any growth in the City, which is not a realistic scenario, the significant impacts relating to air quality and GHG emissions will occur simply due to regional growth.
- Impacts relating to construction noise are temporary in nature.

## **C. Conclusion**

The City Council of Corona has balanced the project's benefits against the significant unavoidable impact. The City Council finds that the proposed project's benefits, which aim to enhance the City of Corona and comply with current legislations, outweigh the project's significant unavoidable impacts, and these impacts, therefore, are considered acceptable in the light of the project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of

the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impact.

## **VI. FINDINGS ON RESPONSES TO COMMENTS ON THE DEIR AND REVISIONS TO THE FEIR**

The Final EIR contains response to comments, revisions, clarifications, and corrections to the DEIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided written responses to each comment made by a public agency, as set forth in Section 2 of the FEIR, pursuant to State CEQA Guidelines Section 15088(b).

City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

**EXHIBIT “B”**

**UPDATED MITIGATION MONITORING AND REPORTING PROGRAM**

[SEE ATTACHED THIRTY-SIX (36) PAGES]

March 2020 | **Mitigation Monitoring and Reporting Program**  
State Clearinghouse No. 2018081039

# **CORONA GENERAL PLAN TECHNICAL UPDATE**

for City of Corona

*Prepared for:*

**City of Corona**

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# 1. Introduction

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## 1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2018081039. The Mitigation Monitoring and Reporting Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and Corona Monitoring Requirements. Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
  - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
  - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

## 1.2 PROJECT LOCATION

The City of Corona is located in the northwestern portion of Riverside County, near the convergence of Los Angeles, Orange, and Riverside Counties, 45 miles southeast of the City of Los Angeles. Corona is located in a valley, framed by mountains and the Prado Basin. Original settlements focused development in an area within and adjacent to Grand Boulevard. The City is bordered by the City of Norco to the north, the City of Riverside to the east, and Riverside County to the west and south. The Cleveland National Forest to the south/southwest and the Prado Basin to northeast border the City; these natural areas are barriers to the future outward growth of Corona.

Two geographical areas are within the “planning area” covered by the Corona General Plan, the City’s corporate limits (City) and its Sphere of Influence (SOI). As defined by the City and the Riverside County Local Agency Formation Commission, the SOI represents the logical service area of the city. Corona includes 39 square miles,

## 1. Introduction

plus an additional 32 square miles within its SOI. The SOI includes three geographically distinct areas to the west, east, and south of Corona's incorporated borders:

- The **West Sphere** encompasses the Prado Basin, Coronita, and the Foothill area.
- The **East Sphere** includes the areas of Home Gardens, Eagle Valley East, and El Cerrito.
- Temescal Canyon makes up the **South Sphere**.

### 1.3 PROJECT DESCRIPTION

The proposed General Plan is an interim technical update of the current General Plan, with the exception of the latest updated Housing Element. The update includes the following chapters with individual elements that address all the required topics in state law:

- Land Use Element
- Housing Element
- Community Design Element
- Historic Resources Element
- Economic Development Element
- Parks, Recreation, Cultural Arts, & Education Element
- Circulation Element
- Infrastructure and Utilities Element
- Public Safety Element
- Noise Element
- Healthy Community Element
- Environmental Resources Element

The General Plan Update would result in a potential buildout total of 70,939 housing units, 241,928 residents, 82,191,657 nonresidential square feet, and 106,474 jobs in the City and sphere of influence (SOI). Compared to existing conditions, the proposed project would result in an increase of 11,511 units, 39,298 residents, 26,476,352 nonresidential square feet, and 31,156 jobs in the City and its SOI.

The City of Corona is also proposing to update the City's Climate Action Plan (CAP). The CAP identifies greenhouse gas (GHG) reduction measures that allow the City to continue reductions consistent with the State's interim emissions reduction goal of lowering emissions 40 percent below 1990 levels by 2030 under Senate Bill 32 (SB 32) and long-term goal of 80 percent below 1990 levels by 2050 under Executive Order S-03-05.

### 1.4 ENVIRONMENTAL IMPACTS

#### 1.4.1 Impacts Considered No Impact or Less Than Significant

The EIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not significantly impact the proposed project as identified in Chapter 5, *Environmental*

## 1. Introduction

*Analysis*, and therefore, did not require mitigation. Impacts to the following environmental resources were found to be less than significant or no impact:

- Aesthetics
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

### 1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The EIR concluded that the proposed project could result in one or more potentially significant impacts in the following topic areas:

- Biological Resources
- Geology and Soils
- Tribal Cultural Resources

However, the EIR also found that these impacts would be reduced, avoided, or substantially lessened through the implementation of mitigation measures, which are listed in Table 1.

### 1.4.3 Unavoidable Significant Adverse Impacts

The following impacts would remain significant and unavoidable after implementation of required mitigation, as identified in the EIR:

- Air Quality
- Agricultural and Forestry Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Mineral Resources
- Noise
- Transportation

## 1. Introduction

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## 2. Mitigation Monitoring Requirements

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### 2.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 1, *Mitigation Monitoring Requirements*. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.



## 2. Mitigation Monitoring Requirements

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## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<b>AIR QUALITY</b>				
<p>AQ-1</p> <p>Prior to discretionary approval by the City of Corona for development projects subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Corona Community Development Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Corona shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Division. Mitigation measures to reduce construction-related emissions could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Requiring fugitive-dust control measures that exceed SCAQMD's Rule 403, such as: <ul style="list-style-type: none"> <li>– Use of nontoxic soil stabilizers to reduce wind erosion.</li> <li>– Applying water every four hours to active soil-disturbing activities.</li> <li>– Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</li> </ul> </li> <li>• Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.</li> </ul>	<ul style="list-style-type: none"> <li>• Technical Assessment: Project Applicant and City of Corona Planning Division (technical assessment);</li> <li>• Construction Measures: Construction Contractor</li> </ul>	<ul style="list-style-type: none"> <li>• Technical Assessment: Prior to Project Approval</li> <li>• Construction Measures: During Construction Activities</li> </ul>	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<ul style="list-style-type: none"> <li>Ensuring that construction equipment is properly serviced and maintained to the manufacturer's standards.</li> <li>Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</li> <li>Limiting onsite vehicle travel speeds on unpaved roads to 15 miles per hour.</li> <li>Installing wheel washers for all exiting trucks or wash off all trucks and equipment leaving the project area.</li> <li>Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at <a href="http://www.aqmd.gov/docs/default-source/planning/architectural-coatings/super-compliant-manf-list.pdf?sfvrsn=71">http://www.aqmd.gov/docs/default-source/planning/architectural-coatings/super-compliant-manf-list.pdf?sfvrsn=71</a>.</li> </ul>				
AQ-2	<ul style="list-style-type: none"> <li>Prior to discretionary approval by the City of Corona for development projects subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation phase-related air quality impacts to the City of Corona Community Development Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the City of Corona Community Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible</li> </ul>	Technical Assessment: Project Applicant and City of Corona Planning Division	Prior to Discretionary Approval	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>mitigation measures to reduce long-term emissions could include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.</li> <li>• Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.</li> <li>• Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).</li> <li>• Provide changing/shower facilities as specified in Section A5.106.4.3 of the CALGreen Code (Nonresidential Voluntary Measures).</li> <li>• Provide bicycle parking facilities per Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.</li> <li>• Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of the CALGreen Code (Nonresidential Voluntary Measures).</li> <li>• Provide facilities to support electric charging stations per Section A5.106.5.3 (Nonresidential Voluntary Measures) and Section A5.106.8.2 (Residential Voluntary Measures) of the CALGreen Code.</li> <li>• Applicant-provided appliances shall be Energy Star-certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers).</li> </ul>				

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<p>Installation of Energy Star-certified or equivalent appliances shall be verified by Building &amp; Safety during plan check.</p> <ul style="list-style-type: none"> <li>Applicants for future development projects along existing and planned transit routes shall coordinate with the City of Corona and Riverside Transit to ensure that bus pad and shelter improvements are incorporated, as appropriate.</li> </ul>				
AQ-3	<p>Prior to discretionary approval by the City of Corona, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Corona Community Development Department for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SCAQMD at the time a project is considered, the project applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms, are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>	Project Applicant and City of Corona Planning Division	Prior to Project Approval	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AQ-4	<p>Prior to discretionary approval by the City of Corona, if it is determined that a development project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be prepared by the project applicant and submitted to the City of Corona Community Development Department for review and approval. Facilities that have the potential to generate nuisance odors include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Wastewater treatment plants</li> <li>• Composting, green waste, or recycling facilities</li> <li>• Fiberglass manufacturing facilities</li> <li>• Painting/coating operations</li> <li>• Large-capacity coffee roasters</li> <li>• Food-processing facilities</li> </ul> <p>The odor management plan shall demonstrate compliance with the South Coast Air Quality Management District's Rule 402 for nuisance odors. The Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (i.e., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document prepared for the development project and/or incorporated into the project's site plan.</p>	Project Applicant and City of Corona Planning Division	Prior to Project Approval	City of Corona Community Development Department	
<b>BIOLOGICAL RESOURCES</b>					
BIO-1	<p>Applicants for future development projects shall include a biological resources survey. The biological resources survey shall be conducted by a qualified biologist. The biological resources survey shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• An analysis of available literature and biological databases, such as the California Natural Diversity Database, to</li> </ul>	Project Applicant in consultation with a Qualified Biologist and City of Corona Planning Division	Prior to Project Approval	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>determine sensitive biological resources that have been reported historically from the proposed development project vicinity.</p> <ul style="list-style-type: none"> <li>• A review of current land use and land ownership within the proposed development project vicinity.</li> <li>• An assessment and mapping of vegetation communities present within the proposed development project vicinity.</li> <li>• An evaluation of potential local and regional wildlife movement corridors.</li> <li>• A general assessment of potential jurisdictional areas, including wetlands and riparian habitats.</li> </ul> <p><b>Habitat Assessment.</b> If the proposed development project site supports vegetation communities that may provide habitat for plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area. Adjoining properties should also be surveyed where direct or indirect project effects, such as those from fuel modification or herbicide application, could potentially extend off-site. If feasible, the habitat assessment should be conducted during nondrought years. Vegetation communities should be classified and mapped to the alliance or association level using classification methods and membership rules according to <i>A Manual of California Vegetation</i>, 2nd edition (2009).</p> <p><b>Focused Surveys.</b> If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species. The focused survey shall record the location and boundary of special</p>				



## 2. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<p>status species by use of global positioning system (GPS). The number of individuals in each special status plant population shall be provided as counted (if population is small) or estimated (if population is large). If applicable, information about the percentage of individuals in each life stage, such as seedlings vs. reproductive individuals, should be provided. If feasible, images of the target species and representative habitats should be included to support information and descriptions.</p> <p><b>Preconstruction Surveys.</b> If construction activities are not initiated immediately after focused surveys have been completed, additional preconstruction special status species surveys may be required to ensure impacts are avoided or minimized to the extent feasible. If preconstruction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.</p> <p><b>Biological Resources Report.</b> The results of the biological survey for proposed development projects with no significant impacts may be presented in a biological survey letter report. For proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance, the results of the biological survey shall be presented in a biological technical report.</p>				
BIO-2	If sensitive biological resources are identified within or adjacent to the proposed development project area, the construction limits shall be clearly flagged to ensure impacts to sensitive biological resources are avoided or minimized to the extent feasible. Prior to implementing construction activities, a qualified biologist shall verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.	Qualified Biologist in coordination with the Construction Contractor	Prior to Construction Activities	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIO-3	If sensitive biological resources are known to occur within or adjacent to the proposed development project area, a project-specific contractor training program shall be developed and implemented to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species. A qualified biologist shall develop and implement the contractor training program.	Qualified Biologist in coordination with the Construction Contractor	Prior to Construction Activities	City of Corona Community Development Department	
BIO-4	If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may occur from implementation of construction activities, a qualified biological monitor may be required during a portion or all of the construction activities to ensure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be evaluated on a project-by-project basis. The qualified biological monitor shall be approved by the City on a project-by-project basis based on applicable experience with the sensitive biological resources that may be impacted.	Qualified Biologist in coordination with the Construction Contractor and the City of Corona Planning Division	During Construction Activities	City of Corona Community Development Department	
BIO-5	The City of Corona shall require applicants of development project that have the potential to affect jurisdictional resources to contract with a qualified biologist to conduct a jurisdictional delineation following the methods outlined in the 1987 USACE <i>Wetland Delineation Manual</i> and the <i>Regional Supplement to the USACE Wetland Delineation Manual: Arid West Region</i> (USACE 2008) to map the extent of wetlands and nonwetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.	<ul style="list-style-type: none"> <li>Jurisdictional Delineation: Project Applicant in consultation with a Qualified Biologist</li> <li>Permits: Qualified Biologist in consultation with the regulatory authorities</li> </ul>	<ul style="list-style-type: none"> <li>Jurisdictional Delineation: Prior to Project Approval</li> <li>Permits: Prior to Issuance of a Grading Permit</li> </ul>	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

Table 1 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Applicants of development projects that have the potential to impact jurisdictional features, as identified in the wetland delineation letter report, shall obtain permits and authorizations from the Army Corps of Engineers, California Department of Fish and Wildlife, and/or Santa Ana Regional Water Quality Control Board. The regulatory agency authorization(s) would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.				
BIO-6	<p>The City of Corona shall require a habitat connectivity/wildlife corridor evaluation for future development projects that may impact existing connectivity areas and wildlife linkages identified in Figure 5.4-7, <i>Potential Wildlife Movement Corridors</i>, of the Draft EIR, which includes the Bedford Wash to Lake Mathews Estelle Mountain Reserve Corridor. The results of the evaluation shall be incorporated into the project's biological report required under Mitigation Measure BIO-1. The evaluation shall also identify project design features that would reduce potential impacts and maintain habitat and wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, for projects impacting wildlife movement corridors:</p> <ul style="list-style-type: none"> <li>• Conduct a habitat connectivity/wildlife corridor evaluation for future development projects.</li> <li>• Adhere to low density zoning standards.</li> <li>• Encourage clustering of development.</li> <li>• Avoid known sensitive biological resources.</li> </ul>	Project Applicant in consultation with a Qualified Biologist and the City of Corona Planning Division	Prior to Project Approval	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<ul style="list-style-type: none"> <li>• Provide shielded lighting adjacent to sensitive habitat areas.</li> <li>• Encourage development plans that maximize wildlife movement.</li> <li>• Provide buffers between development and wetland/riparian areas.</li> <li>• Protect wetland/riparian areas through regulatory agency permitting process.</li> <li>• Encourage wildlife-passable fence designs (e.g., 3-strand barbless wire fence) on property boundaries.</li> <li>• Encourage preservation of native habitat on the undeveloped remainder of developed parcels.</li> <li>• Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss.</li> <li>• Use native, drought-resistant plant species in landscape design.</li> <li>• Encourage participation in local/regional recreational trail design efforts.</li> </ul>				
BIO-7	<p>The City of Corona shall require applicants for future development projects to contract with a qualified biologist to conduct a preconstruction general nesting bird survey within all suitable nesting habitats that may be impacted by active construction during general avian breeding season (February 1 through August 31). The preconstruction surveys shall be conducted no more than 7 days prior to initiation of construction. If no active avian nests are identified within the proposed development project area or within a 300-foot buffer of the proposed development project area, no further mitigation is necessary. If active nests of avian species covered by the Fish and Game Code are detected within the proposed development project area or within a 300-foot buffer of the proposed</p>	Qualified Biologist in coordination with the Construction Contactor	Prior to Construction Activities and During Construction Activities	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	development project area, construction shall be halted until the young have fledged, until a qualified biologist has determined the nest is inactive, or until appropriate mitigation measures that respond to the specific situation have been developed and implemented in consultation with the regulatory agencies. Based on the discretion of the qualified biologist, the 300-foot buffer may be expanded as appropriate to the species.				
<b>CULTURAL RESOURCES</b>					
CUL-1	Prior to any construction activities that may affect historical resources (i.e., structures 45 years or older), a historical resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior's Professionally Qualified Standards (PQS) in architectural history or history. This shall include a records search to determine if any resources that may be potentially affected by the project have been previously recorded, evaluated, and/or designated in the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), or Corona Register of Historic Resources. Following the records search, the qualified architectural historian or historian shall conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation (OHP) guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the proposed project. Pursuant to the definition of a historical resource under CEQA, potential historical resources shall be evaluated under a developed historic context.	Project Applicant in coordination with an Architectural Historian or Historian	Prior to Project Approval	City of Corona Community Development Department	
CUL-2	To ensure that projects requiring the relocation, rehabilitation, or alteration of a historical resource not impair its significance, the <i>Secretary of the Interior's Standards for the Treatments of Historic Properties</i> shall be used to the maximum extent possible. The application of the standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. Prior to any construction activities that may affect the	Project Applicant in coordination with an Architectural Historian or Historian	Prior to Construction Activities	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City of Corona.				
CUL-3	If a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and shall be performed by an architectural historian or historian who meets the PQS. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historic photographs. Documentation shall be reproduced on archival paper and placed in appropriate local, state, or federal institutions. The specific scope and details of documentation would be developed at the project level.	Project Applicant in coordination with an Architectural Historian or Historian	Prior to Issuance of a Demolition Permit	City of Corona Community Development Department	
CUL-4	If cultural resources that are eligible for listing to the NRHP, CRHR, or Corona Register of Historic Resources are identified within or adjacent to the proposed development, the construction limits shall be clearly flagged to assure impacts to eligible cultural resources are avoided or minimized to the extent feasible. Prior to implementing construction activities, a qualified archaeologist shall verify that the flagging clearly delineates the construction limits and eligible resources to be avoided. Since the location of some eligible cultural resources is confidential, these resources will be flagged as environmentally sensitive areas (ESA).	Qualified Archaeologist in coordination with the Construction Contractor	Prior to Construction Activities	City of Corona Community Development Department	
CUL-5	To determine the archaeological sensitivity for discretionary projects within the City, an archaeological resources assessment shall be performed under the supervision of an	<ul style="list-style-type: none"> <li>Technical Assessment: Qualified Archaeologist in coordination with the</li> </ul>	<ul style="list-style-type: none"> <li>Technical Assessment: Prior to Project Approval</li> </ul>	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>archaeologist that meets the Secretary of the Interior's Professionally Qualified Standards (PQS) in either prehistoric or historic archaeology. The assessments shall include a California Historical Resources Information System (CHRIS) records search and a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC). The records searches shall determine if the proposed project has been previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated. A Phase I pedestrian survey shall be undertaken in areas that are undeveloped to locate any surface cultural materials.</p> <p>a. If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist who meets the PQS prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include a Phase III data recovery program that would be implemented by a qualified archaeologist and shall be performed in accordance with the Office of Historic Preservation's <i>Archaeological Resource Management Reports (ARMR): Recommended Contents and Format</i> (1990) and <i>Guidelines for Archaeological Research Designs</i> (1991).</p> <p>b. If the archaeological assessment did not identify potentially significant archaeological resources within the proposed General Plan area but indicated the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing</p>	<p>Project Applicant and the City of Corona Planning Division</p> <ul style="list-style-type: none"> <li>Construction Measures: Qualified Archaeologist in coordination with the Construction Contractor</li> </ul>	<ul style="list-style-type: none"> <li>Construction Measures: Prior to and During Construction Activities</li> </ul>		

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>construction and pre-construction activities in areas with previously undisturbed soil. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the PQS. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.</p> <p>c. If the archaeological assessment did not identify potentially significant archaeological resources, but indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the PQS shall be retained on an on-call basis. The archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the on-call archaeologist is contacted. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.</p>				



## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
GEOLOGY AND SOILS					
GEO-1	<b>High and Low-to-High Sensitivity.</b> In areas designated as having "high" or "low-to-high" sensitivity for paleontological resources, the project applicant shall be required to submit a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). The PRMMP shall be prepared by a Qualified Paleontologist meeting the standards of Society of Vertebrate Paleontology (2010). The plan shall address specifics of monitoring and mitigation based on the project area and project's construction plan, and shall take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and changes to the regulatory framework at the time of analysis. The PRMMP shall be submitted to the City of Corona's Community Development Department prior to approval of a grading permit.	Qualified Paleontologist in coordination with the Project Applicant and the City of Corona Planning Division	Prior to Approval of a Grading Permit	City of Corona Community Development Department	
GEO-2	<b>High Sensitivity.</b> Projects involving ground disturbances in previously undisturbed areas mapped as having "high" paleontological sensitivity shall be monitored by a qualified paleontological monitor on a full-time basis, under the supervision of the Qualified Paleontologist. Monitoring shall include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, if the fossils are determined to be significant, professionally and efficiently recover the fossil specimens and collect associated data. The paleontological monitor shall use field data forms to record pertinent location and geologic data, measure stratigraphic sections (if applicable), and collect appropriate sediment samples from any fossil localities.	Qualified Paleontologist in coordination with the Construction Contractor	Prior to and During Ground-Disturbing Activities	City of Corona Community Development Department	
GEO-3	<b>Low-to-High Sensitivity.</b> Projects involving ground disturbance in previously undisturbed areas mapped with "low-to-high" paleontological sensitivity shall require monitoring if construction activity exceeds the depth of the low-sensitivity surficial	Qualified Paleontologist in coordination with the Construction Contractor	Prior to and During Ground-Disturbing Activities	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	sediments. The underlying sediments may have high sensitivity; therefore, work in those units shall require paleontological monitoring, as designated by the Qualified Paleontologist in the Paleontological Resources Monitoring and Mitigation Plan (PRMMP).				
GEO-4	<b>Low Sensitivity.</b> Projects involving ground disturbance in previously undisturbed areas mapped as having "low" paleontological sensitivity shall incorporate worker training to make construction workers aware that, although paleontological sensitivity is low, fossils might still be encountered. The Qualified Paleontologist shall oversee this training as well as remain on call in the event fossils are found.	Qualified Paleontologist in coordination with the Construction Contractor	Prior to and During Ground-Disturbing Activities	City of Corona Community Development Department	
GEO-5	<b>Unknown Sensitivity.</b> Projects involving ground disturbance in previously undisturbed areas mapped as having "unknown" paleontological sensitivity shall retain a Qualified Paleontologist to conduct a field survey of the project area to determine the sensitivity of the geologic units, after which the relevant mitigation measures (GEO-1 through GEO-4) shall be applied.	Qualified Paleontologist in coordination with the Project Applicant and the City of Corona Planning Division	Prior to Project Approval	City of Corona Community Development Department	
GEO-6	<b>All Projects.</b> In the event of any fossil discovery, regardless of depth or geologic formation, construction work shall halt within a 50-foot radius of the find until its significance can be determined by a Qualified Paleontologist. Significant fossils shall be recovered, prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility in accordance with the standards of the Society of Vertebrate Paleontology (2010). The most likely repository is the Natural History Museum of Los Angeles County (NHMLA). The repository shall be identified, and a curatorial arrangement shall be signed, prior to collection of the fossils.	Qualified Paleontologist in coordination with the Construction Contractor	During Ground Disturbing Activities	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
GREENHOUSE GAS EMISSIONS					
GHG-1	<p>The City of Corona shall update the Climate Action Plan (CAP) every five years to ensure the City is monitoring the plan's progress toward achieving the City's greenhouse gas (GHG) reduction target and to require amendment if the plan is not achieving specified level. The update shall consider a trajectory consistent with the GHG emissions reduction goal established under Executive Order S-03-05 for year 2050 and the latest applicable statewide legislative GHG emission reduction that may be in effect at the time of the CAP update (e.g., Senate Bill 32 for year 2030). The CAP update shall include the following:</p> <ul style="list-style-type: none"><li>• GHG inventories of existing and forecast year GHG levels.</li><li>• Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction goal of Executive Order S-03-05.</li><li>• Plan implementation guidance that includes, at minimum, the following components consistent with the proposed CAP:<ul style="list-style-type: none"><li>– Administration and Staffing</li><li>– Finance and Budgeting</li><li>– Timelines for Measure Implementation</li><li>– Community Outreach and Education</li><li>– Monitoring, Reporting, and Adaptive Management</li><li>– Tracking Tools</li></ul></li></ul>	City of Corona Planning Division	Every Five Years	City of Corona Community Development Department	
MINERAL RESOURCES					
MIN-1	<p>Prior to project approval for proposed development of properties classified as either regionally significant construction aggregate MRZ-2 or industrial minerals MRZ-2a, a mineral resource evaluation shall be conducted to determine the significance and economic viability of mining the resource. If development of a property would preclude</p>	Project Applicant in coordination with the City of Corona Planning Division	Prior to Project Approval	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	future extraction of a significant mineral resource, in accordance with CEQA, the City shall make the appropriate findings and adopt a Statement of Overriding Considerations prior to permitting development of the property.				
MIN-2	Prior to approval of any project on lands classified as either regionally significant construction aggregate MRZ-2 or industrial mineral MRZ-2a, a report shall be prepared that analyzes the project's value in relation to the mineral values found onsite. The analysis shall consider the importance of construction aggregate mineral resource onsite to the market region as a whole, and not just the importance of the resources found within the City and SOI. The report shall be submitted to the City, such that the City has adequate information to develop a statement of reasons for permitting the proposed land use to the California Department of Conservation, State Mining and Geology Board, for subsequent review, in accordance with SMARA, Article 2, Section 2762 and 2763 for areas designated of regional significance	Project Applicant in coordination with the City of Corona Planning Division and the State Mining and Geology Board	Prior to Project Approval	City of Corona Community Development Department	
<b>NOISE</b>					
N-1	Construction contractors shall implement the following measures for construction activities conducted in the City. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Corona Public Works Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits. <ul style="list-style-type: none"> <li>During the active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, intake silencers, ducts, engine enclosures, and</li> </ul>	Project Applicant in coordination with the Construction Contractor and the City of Corona Public Works Department	Prior to Approval of Demolition/Grading/Building Permits and During Construction Activities	City of Corona Public Works Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>acoustically attenuating shields or shrouds), wherever feasible.</p> <ul style="list-style-type: none"> <li>• Impact tools (e.g., jack hammers and hoe rams) shall be hydraulic- or electric-powered wherever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.</li> <li>• Stationary equipment such as generators and air compressors shall be located as far as feasible from noise-sensitive uses.</li> <li>• Stockpiling shall be located as far as feasible from noise-sensitive receptors.</li> <li>• Construction traffic shall be limited—to the extent feasible—to approved haul routes established by the City.</li> <li>• Prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the contact information of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, they shall investigate, take appropriate corrective action, and report the action to the City.</li> <li>• Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.</li> <li>• During the entire active construction period and to the extent feasible, the use of noise-producing signals,</li> </ul>				

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<p>including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall be responsible for adjusting alarms based on the background noise level, or to utilize human spotters when feasible and in compliance with all safety requirements and laws.</p> <ul style="list-style-type: none"> <li>When construction noise is predicted to exceed established noise standards and when the anticipated construction duration is two years or more, contractors shall erect temporary noise barriers, where feasible.</li> </ul>				
N-2	<p>Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of nonengineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster), or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry), or the City threshold of 0.05 in/sec RMS (94 VdB). If vibration levels would exceed this threshold, alternative uses such static rollers and drilling piles as opposed to pile driving shall be used.</p>	<p>Project Applicant in coordination with the Construction Contractor and the City of Corona Public Works Department</p>	<p>Prior to Issuance of a Building Permit</p>	<p>City of Corona Public Works Department</p>	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)	
TRANSPORTATION					
T-1	The City shall consider the following implementation programs to reduce citywide VMT: <ul style="list-style-type: none"><li>• <b>VMT exchange program.</b> VMT generators can select from a pre-approved list of mitigation projects that may be located within the same jurisdiction or possibly from a larger area. The intent is to match the project's needed VMT reduction with a specific mitigation project of matching size and to provide evidence that the VMT reduction will reasonably occur.</li><li>• <b>VMT Mitigation Bank.</b> A mitigation bank is intended to serve as an entity or organization that pools fees from development projects across multiple jurisdictions to spend on larger scale mitigation projects. This concept differs from the more conventional impact fee program approach described above in that the fees are directed to a few larger projects that have the potential for a more significant reduction in VMT and the program is regional in nature.</li></ul>	City of Corona Public Works Department	On-going	City of Corona Public Works Department	
TRIBAL CULTURAL RESOURCES					
TCR-1	<b>Tribal Cultural Resources Monitoring.</b> The project archaeologist, in consultation with interested tribes, the developer and the City of Corona, shall develop an Archaeological Monitoring Plan (AMP) to address the details, timing and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: <ol style="list-style-type: none"><li>1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;</li><li>2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native</li></ol>	<ul style="list-style-type: none"><li>• AMP: Qualified Archaeologist in coordination with the Project Applicant and the City of Corona Planning Division</li><li>• Tribal Monitoring: Construction Contractor in coordination with Native American Tribal Monitor</li></ul>	<ul style="list-style-type: none"><li>• AMP: Prior to Issuance of a Grading Permit</li><li>• Tribal Monitoring: 30-days Prior to Issuance of a Grading Permit and During Ground Disturbing Activities</li></ul>	City of Corona Community Development Department	

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<p>American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);</p> <p>3. The protocols and stipulations that the developer, City, Tribes and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</p> <p>At least 30-days prior to application for a grading permit and before any brush clearance, grading, excavation and/or ground disturbing activities on the site take place, the future developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>Pursuant to the AMP, a tribal monitor from the consulting tribe (e.g., Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians, or Gabrieleño Band of Mission Indians – Kizh Nation) shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.</p>				
TCR-2	<p><b>Treatment and Disposition of Cultural Resources.</b> In the event that Native American cultural resources are inadvertently discovered during the course of any ground disturbing activities, including but not limited to brush clearance, grading, trenching, etc. grading for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:</p>	<p>Qualified Archaeologist in coordination with the Project Applicant and the applicable Native American Tribe</p>	<p>During Ground Disturbing Activities</p>	<p>City of Corona Community Development Department</p>	



## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ol style="list-style-type: none"> <li>1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</li> <li>2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona with evidence of same:               <ol style="list-style-type: none"> <li>a. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing, basic analysis, and other analyses as recommended by the project archaeologist and approved by consulting tribes and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;</li> <li>b. A curation agreement with an appropriate qualified repository within San Bernardino County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;</li> <li>c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project</li> </ol> </li> </ol>				

## 2. Mitigation Monitoring Requirements

**Table 1 Mitigation Monitoring Requirements**

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	<p>and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the San Bernardino County Museum by default;</p> <p>d. At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.</p>				
TCR-3	During construction activities, the project applicant shall allow additional archaeological monitors of Native American tribes to access the project site on a volunteer basis to monitor grading and excavation activities.	Qualified Archaeologist in coordination with the Project Applicant and Native American Tribal Monitor	During Construction Activities	City of Corona Community Development Department	

## 3. Report Preparation

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### 3.1 LIST OF PREPARERS

#### **City of Corona**

Joanne Coletta, Community Development Director

#### **PlaceWorks**

Nicole Vermilion, Principal

Jasmine A. Osman, Project Planner

### 3. Report Preparation

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