



STAFF REPORT

DATE: 09/23/2024
TO: Honorable Chair and Commissioners
FROM: Planning and Development Department

2024-44

APPLICATION REQUEST:

PP2023-0007 (CONTINUED): Precise Plan application for the review of the site plan, architecture, landscaping and other features associated with the development of a 4,110-square-foot automated carwash tunnel with 11 vacuum stalls, gas station with five double-sided fuel pumps, and a 3,725-square-foot convenience store proposed on 1.40 acres, located on the north side of 2nd Street, approximately 450 feet west of Buena Vista Avenue. (Applicant: Greens Development, 16530 Bake Parkway, Suite 200, Irvine, CA 92618)

RECOMMENDED ACTION:

That the Planning and Housing Commission adopt the Addendum to the adopted Mitigated Negative Declaration and Mitigated Monitoring Plan and Resolution No. 2641 GRANTING PP2023-0007, based on the findings contained in the staff report and conditions of approval.

BACKGROUND

Greens Development is proposing to develop two adjoining parcels that have a combined acreage of 1.40 acres for commercial purposes. The project site is located on the north side of 2nd Street and west of Buena Vista Avenue. The zoning of the parcels is C-3 (General Commercial). Precise plan approval is required.

July 8, 2024 Planning and Housing Commission Meeting

The project was initially proposed for a 1900-square-foot restaurant with drive-through services, gas station with seven double-side fuel pumps (14 total), and a 3,750-square-foot convenience store. The project's precise plan (PP2023-0007) was reviewed by the Planning

EXHIBIT 3

and Housing Commission on July 8, 2024. The Commission raised a number of concerns related to the precise plan and requested additional information from the applicant and staff. The Commission continued the precise plan to the August 12, 2024 Planning and Housing Commission meeting in order to allow the applicant and staff time to address the concerns.

At the August 12, 2024 hearing, the precise plan was continued off calendar in order to allow the applicant and staff more time to address the Commission’s concerns.

Revised Project

Since the initial public hearing, the applicant has made several changes to the project to address some of the concerns raised at the hearing. The key changes involved replacing the 1,900-square-foot restaurant with a self-service carwash facility, reducing the number of gas station fuel pumps from 14 to 10, and reducing the size of the convenience store by 25 square feet. A separate conditional use permit application (CUP2024-0006) is being processed to establish the self-service carwash on the project site. The applicant also revised the project’s sign program, trash enclosure and landscape plan in response to comments received from the Commission. The revisions are summarized in Table 1 below and discussed in greater detail in the Project Description section of this report.

Table 1 – Original and Revised Project Summary

Original Project	Revised Project
1,900 s.f. restaurant with drive-through services	4,110 s.f. automated carwash tunnel with 11 vacuum stalls
Gas station with seven double-sided fuel pumps (14 fuel pumps total)	Gas station with five double-sided fuel pumps (10 fuel pumps total)
3,750 s.f. convenience store	3,725 s.f. convenience store
4 parcel identification signs	2 parcel identification signs, plus 1 exempted gas price sign
---	Landscaping includes additional desert plant materials and other elements to discourage trespassing.
---	Outdoor seating area removed from the project to discourage loitering.
---	Trash enclosure to include a mesh material to fully enclosure the gap between the enclosure and cover.

Project Concerns and Responses

The following summarizes the concerns that were raised at the July 8, 2024 public hearing and the responses to the concerns.

Concern #1 – Signage

Revise the sign program to meet the Corona Municipal Code’s Sign Ordinance. Additionally, the monument sign proposed on 2nd Street should be placed near the project’s east driveway, away from the busier west driveway.

- **Response:** The applicant has revised the sign program which now fully complies with the Sign Ordinance. The four originally proposed parcel identification signs have been reduced to two signs, consisting of a 15-foot-high pylon sign and 40-foot-high freeway pylon sign with an electronic message board. The monument sign that was proposed at the west driveway has been removed.

Concern #2 – Traffic

Evaluate how the commercial project and two recently approved affordable housing projects in the vicinity would impact the traffic flow in the area.

- **Response:** A comprehensive Traffic Impact Analysis (TIA), dated March 18, 2024, was prepared by a licensed traffic engineer, Trames Solutions Inc., which included an assessment of cumulative traffic related impacts from 13 neighboring commercial and residential projects, including the two recently approved housing projects in the vicinity of the project site. The TIA analyzed the existing traffic conditions in the area plus the project’s anticipated traffic impact combined with the cumulative traffic impact on eight street intersections (“study intersections”) located in the vicinity of the project site. The TIA concluded that the eight study intersections would operate at a Level of Service “D” or better during the morning and evening peak hours. The city’s General Plan indicates a Level of Service “D” to be an acceptable service level on arterial streets. The TIA was reviewed and approved by the City Traffic Engineer.

Trames Solutions prepared a Supplemental Traffic Impact Analysis, dated September 5, 2024, to analyze the applicant’s revised project. Compared to the original project, the revised project would generate approximately 413 *fewer* vehicle trips per day, with 67 *fewer* vehicle trips during the morning peak hour and 14 *fewer* vehicle trips during the evening peak hour. The supplemental traffic impact analysis was reviewed and approved by the City Traffic Engineer. The revised project’s traffic impact is discussed in detail in the revised project’s environmental document attached as Exhibit 12 (Addendum to the Mitigated Negative Declaration).

Concern #3 – Trash Enclosure

Revise the trash enclosure to include a mesh covering on all four sides to fully enclose the gap between the block enclosure and cover.

- **Response:** The applicant has redesigned the trash enclosure to include a mesh covering from the block enclosure to the cover of the enclosure on all four sides of the enclosure, as requested by the Planning and Housing Commission. The revised trash enclosure plan is attached as Exhibit 7.

Concern #4 – Crosswalk

Review a potential alternate location for a crosswalk on 2nd Street to provide pedestrians access to the project site or provide signage directing pedestrians to a signalized crosswalk to prevent j-walking on 2nd Street.

- **Response:** The Supplemental Traffic Impact Analysis (Trams Solutions, dated September 5, 2024) analyzed three options for the placement of a pedestrian crosswalk on 2nd Street:

Option 1 – Under Option 1, the applicant would be required to construct a sidewalk along the north side of 2nd Street from the project site to Buena Vista Avenue to the east. This would allow pedestrians to use the existing crosswalk at the existing stop-controlled intersection at 2nd Street and Buena Vista Avenue and access the project site on the north side of 2nd Street. Trams Solutions recommends this option as it would allow for a safer crossing of 2nd Street for pedestrians to access the site because vehicles would be stopped at the intersection to allow pedestrians to cross the street.

Option 2 – Under Option 2, an uncontrolled painted/lighted crosswalk on 2nd Street between the project site and Buena Vista Avenue would be installed to allow pedestrians to cross 2nd Street in an uncontrolled, marked crosswalk. Trams Solutions did not recommend this option because it would provide a false sense of security for pedestrians to believe that an oncoming vehicle will stop. The distance between the SR-91 on/off ramp and Buena Vista Avenue is about 1,100 feet. Since the crossing would be located between these two intersections, the relatively short distance to either intersection may not allow appropriate time for pedestrians to cross. Furthermore, a horizontal curve along 2nd Street exists in the vicinity of the crossing area and could reduce the visibility of drivers to pedestrians.

Option 3 – Construct a crosswalk at the intersection of 2nd Street and the SR-91 on-ramp, located just west of the project site. The applicant would need to obtain

Caltran's approval for the crosswalk since the crosswalk would require a modification to Caltran's traffic signals at this intersection.

Staff's Recommendation – Staff concurs with Trames Solution that Option 2 (mid-block crossing) is unsafe. Staff is recommending Option 3 with Option 1 being an alternate location should Caltrans deny the applicant's request to install a crosswalk per Option 3. Exhibits conceptually depicting Options 1 and 3 are attached as Exhibit 10.

Additionally, the applicant has agreed to accept a condition of approval that requires the applicant to install a sign on the south side of 2nd Street at a location approved by the City Traffic Engineer to help direct pedestrians to the crosswalk at either the SR-91 on-ramp or at Buena Vista Ave, depending on which location is ultimately constructed.

Concern #5 – Onsite Landscaping

Evaluate and potentially revise the on-site landscaping to discourage homeless encampment/loitering.

- **Response:** The applicant's landscape plan has been revised to include elements that discourage unhoused individuals from loitering. This includes the use of desert plants, rocks and other materials to deter encampments. Additionally, the applicant has removed an outdoor seating area that was previously proposed just north of the convenience store to prevent loitering.

Concern #6 – Convenience store attracting unlawful activities

Contact the Corona Police Department regarding concerns with unlawful activities (beer runs, theft, and robberies) that could occur due to the convenience store's proximity to the freeway.

- **Response:** Staff obtained feedback from the Corona Police Department via Corporal Eric Fox. Corporal Fox responded that the Corona Police Department does not have any concerns with the project moving forward, and pointed out that historically, in the state of California, there is going to be a gas station and/or convenience stores located nearby freeway on/off ramps. Corporal Fox acknowledged that crime can potentially occur due to the project's proximity to the freeway, and to mitigate some of that crime, he recommended that the following measures be taken:
 1. The entire project site should be lit with property lighting.
 2. Security cameras should be installed at the project site that records videos.

3. The applicant should purchase a FLOCK Safety camera system and grant the Corona Police Department permission to access the cameras. These cameras could be placed eastbound and westbound on 2nd Street, in front of the project site.

The information was shared with the applicant and they have agreed to implement the recommendations made by the Police Department. The Conditions of Approval, Exhibit 4, have been updated to include these recommendations.

Concern #7 – Fuel Tankers

Concern with large tankers blocking driveways and causing queueing issues on 2nd Street.

- **Response:** The applicant prepared a truck turning exhibit for review by the City Traffic Engineer. The exhibit demonstrates that the site has sufficient space for a fuel tanker to circulate onsite without impacting the parking lot and other features within the project. The applicant informed staff that fueling operations will be scheduled during the nighttime hours to avoid potential disruptions to daytime customers.

Concern #8 – Drive-through Restaurant

Concern with not knowing who the tenant would be for the restaurant. The Commission asked the applicant to evaluate possible restrictions to the design and operations of the restaurant that would prevent queueing and spillage of vehicles into other areas of the site and 2nd Street. The Commission also requested that the applicant evaluate alternative uses to replace the restaurant use.

- **Response:** The applicant has replaced the restaurant with a self-service carwash facility consisting of an automated carwash tunnel and 11 vacuum stalls. The applicant states that they will manage and operate the carwash, and there will be no branding or franchising of the carwash facility.

Due to the carwash facility's larger overall footprint compared to the original proposal, the applicant reduced the number of gas station fuel pumps from 14 to 10 and reduced the size of the convenience store by 25 square feet in order to maintain adequate circulation onsite.

Concern #9 – Perimeter Block Wall

Evaluate replacing the perimeter wrought iron fence that is proposed along the freeway with a block wall.

- **Response:** The applicant prefers not to have a block wall along the site's freeway perimeter because it would attract graffiti and therefore, is requesting to keep the wrought iron fence as original proposed.

PROJECT DESCRIPTION

The project is a proposal by Greens Development to develop 1.40 acres with the following commercial uses:

- 4,110-square-foot automated carwash tunnel with 11 vacuum stalls;
- Gas station with five double-sided fuel pumps (10 fuel pumps total); and
- 3,725-square-foot convenience store.

The development is designed per the C-3 zone development standards established in Chapter 17.33 of the Corona Municipal Code (CMC). The gas station and carwash facility also conform to additional standards in Chapter 17.22 of the CMC, which contain supplemental standards that are applicable to automotive related uses. The following sections discuss the project's compliance with the applicable standards in the CMC.

Site Plan

The project site is surrounded by the SR-91 freeway on-ramp to the north and west, and 2nd Street to the south. The layout of the development is dictated by the site's irregular shape, which tapers into an acute corner at the east end of the site. The carwash facility is proposed on the western and widest portion of the site. The convenience store and a water quality retention basin proposed on the eastern portion and the gas station is situated within the middle portion of the site. The development has sixteen (16) parking spaces and a trash enclosure which are to be shared among the tenants within the development. Vehicular access to the site is provided from 2nd Street via two driveways proposed at the site's south perimeter. The applicant's site plan is attached as Exhibit 3.

The site plan complies with the C-3 zone's setback standards for the front, side and rear yards, with the exception of one area in front of the gas station where the front yard setback is slightly less than the minimum 10-foot front yard setback requirement. A condition of approval has been placed on the project requiring the applicant to revise the site plan to comply with the 10-foot setback requirement at the time of plan check submittal. Table 2 summarizes the project's compliance with the code's yard setback requirements.

Table 2: Yard Setbacks

Development Standard	Minimum Yard Setback For The C-3 Zone	Proposed Yard Setback	Complies with the CMC?
Front Yard (along 2 nd Steet)	10 feet	10 feet	Yes, as conditioned
Interior Side Yards (west and east perimeters)	0	10 to 35 feet	Yes
Rear Yard (along SR-91)	0	5 to 10 feet	Yes

Carwash Facility. The carwash facility is a self-service facility consisting of a 130-foot long automated carwash tunnel and 11 covered self-serve vacuum stalls. Vehicle access into the tunnel is facilitated by a drive-through lane that splits into two lanes at the payment kiosks and merges into a single lane before the entrance into the tunnel. A floor plan for the tunnel is attached as Exhibit 6.

Gas Station. The gas station is comprised of a gas canopy that will provide shade over five double-sided fuel pumps. In total, there will be 10 fueling positions.

Convenience Store. Customer entrance into the convenience store is located at the west elevation. Additional entrances for employees and deliveries are located on the east elevation. The convenience store includes a cashier counter, shelves, refrigerated displays, and beverage counter space (Exhibit 6). A 12' x 25' loading space for the convenience store is provided at the north perimeter of the site, near the convenience store.

The applicant will be processing a lot line adjustment application with the city's Development Services Division to merge the two parcels into a single parcel. The lot line adjustment requires the approval of the Board of Zoning Adjustment. The Conditions of Approval require the applicant to obtain this approval before the issuance of a building permit.

Parking

The project requires 16 parking spaces per the requirements in the CMC's Parking Ordinance (Chapter 17.76). The project is capable of providing the 16 spaces plus one loading space. The 16 parking spaces are separate from the 11 vacuum stalls.

Table 3: Parking Summary

Use	Gross Square Footage	Net Square Footage (minus utility room)	Parking Requirement per CMC Chapter 17.76	Required Parking	Provided Parking
Carwash	4,110 SF	3,957 SF	2 spaces per carwash stall	2	---
Gas Station and Convenience Store	3,725 SF	3,500 SF	1 space per 250 SF of floor area	14	---
				16	16

Elevations

The CMC prescribes no specific architectural style for commercial buildings in the C-3 zone. The applicant is proposing a contemporary architectural style for the project. The buildings feature tower elements, parapet walls with varying heights, metal awnings, and glazed storefronts. The buildings' primary exterior finish is stucco with splitface block and stone veneer as accent materials. The color palette consists of shades of grey and brown with green as an accent color. The rooftops are designed to accommodate mechanical equipment which will be screened from street view behind parapet walls. The elevations and renderings for the project are attached as Exhibit 7

The buildings are approximately 24 to 26 feet in height, which complies with the CMC's maximum allowable building height limit of 40 feet for the C-3 zone.

Landscaping and Perimeter Fencing

The applicant is proposing to landscape the development with a combination of trees and palms along the perimeters of the site and at the driveways. The grounds of the site including the front yard setback area and parking lot will be landscaped with a variety of shrubs. The remote area surrounding the water quality basin will be landscaped with desert and drought tolerant plant materials to discourage trespassing. The project is conditioned to install dense screen shrubs along the exterior side of the carwash drive-through lane.

A wrought iron fence with flowering vines is proposed along the site's westerly and northerly perimeters to enhance the site and screen the freeway from view. The easterly portion of the site's north perimeter has an existing freeway soundwall which will remain. All plant materials will be reviewed for full compliance with the CMC's Landscape Ordinance, Chapter 17.70. The landscape plan is attached as Exhibit 8.

Signage

The applicant proposes to construct one 40-foot-tall freeway sign with an electronic message center at the site's freeway perimeter and one 15-foot-tall pylon sign at the west corner of the site. Additionally, a six-foot high monument sign advertising gas prices is proposed at the east entrance. Since the monument sign is less than 25 square feet and advertises only gas prices, the sign is allowed by right per California Business and Professional Code § 13531.

All three signs comply with the applicable standards in the Sign Ordinance and are summarized in Table 4. The applicant's sign program is attached as Exhibit 9.

Table 4: Parcel Identification Signs

Proposed Sign Type & Location	Proposed Sign Height	Proposed Sign Area	Proposed Number of Tenant Panels	Complies with the CMC?
Freeway sign, placed at the north perimeter, adjacent to SR-91	40 feet	199.83 SF Electronic Message Center	N/A	Yes
Pylon sign, placed at the west corner, adjacent to 2 nd Street	15 feet	53.50 SF Static Sign Area	3	Yes
Gas price sign	6 feet	24.92 SF Static Sign Area	N/A	Exempted, per California Business and Professional Code § 13531

Building signage is proposed for the carwash, gas station canopy and convenience store. The signs are conceptually depicted on the applicant's elevation plans in Exhibit 7. The carwash is depicted with signage on all four sides of the building which exceeds the standard that limits signage on up to three sides of a building. Therefore, a condition of approval has been placed on the project that limits building signage on a maximum of three sides of a building.

All signage require permits prior installation and will be reviewed for full compliance with the Sign Ordinance regulations at the time of permitting.

Public Improvements

The segment of 2nd Street in front of the project site is a modified secondary four-lane street. The applicant is required to construct the missing public improvements on the north half of

2nd Street adjacent to the project's frontage. The improvements include the construction of the missing roadway pavement to include two 12-foot-wide travel lanes, a six-foot-wide sidewalk, and a modified landscaped parkway that will vary in width from approximately one foot to five feet. The Development Services Division is requiring the applicant to dedicate a one- to five-foot wide easement to the city for utility and access purposes along the project's frontage.

In addition, the applicant will be constructing two raised medians with a left-turn pocket on 2nd Street in front of the project site to allow vehicles traveling eastbound to make left turns into the east project driveway. This driveway will allow vehicles to make full turn movements. Vehicles will be restricted to right-in and right-out turn movements at the west project driveway due to the raised medians.

As there is currently no sidewalk on the north side of 2nd Street between Lincoln Avenue and Buena Vista Avenue, the Development Services Division is requiring the applicant to construct a pedestrian crosswalk at the intersection of 2nd Street and the SR-91 eastbound on-ramp to provide pedestrian connectivity from the south side of 2nd Street to the project site. The applicant will need to obtain approval from Caltrans for the crosswalk since the crosswalk would require a modification to Caltran's traffic signals at this intersection. Per the conditions of approval, in the event the applicant is unable to obtain approval from Caltrans, the applicant shall construct a sidewalk along the north side of 2nd Street from the project easterly limits to Buena Vista Avenue to provide pedestrian connectivity to the site. Exhibits depicting the pedestrian connectivity at both locations are attached as Exhibit 10.

ENVIRONMENTAL ANALYSIS

The city approved General Plan Amendment 2023-0004 on August 7, 2024 related to a portion of the project site and adopted a Mitigated Negative Declaration (MND) which was prepared for the original project.

Pursuant to Section 15164 of the State Guidelines for implementing the California Environmental Quality Act (CEQA), the city has prepared an Addendum to the previously adopted MND for the revised project. The city has determined that the revised project and the Addendum demonstrate that the environmental analysis, impacts, and mitigation measures identified in the previously adopted MND remain substantively unchanged despite project modifications. The proposed revised project does not raise any new issues or result in impacts not previously analyzed in the prior MND, and none of the conditions described in Section 15162 of the State CEQA Guidelines requiring the preparation of a subsequent MND exist. The Addendum is attached as Exhibit 12.

FISCAL IMPACT

The applicant has paid the applicable application processing fees for the project.

PUBLIC NOTICE AND COMMENTS

The project was readvertised for the September 23, 2024 Planning and Housing Commission public hearing. A 10-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. As of the preparation of this report, the Planning and Development Department has not received any response regarding the project.

STAFF ANALYSIS

The revised project meets the development standards in the CMC and addresses the concerns raised by the Planning and Housing Commission from the July 8, 2024 public hearing. The carwash, gas station and convenience store are considered freeway-oriented uses that are appropriate for the size and location of the project site. The development would support the local neighborhood and freeway commuters alike and would enhance a vacant infill site that would otherwise remain undeveloped due to its irregular shape.

The project site accommodates the physical elements of the development and has adequate vehicular access from 2nd Street as well as adequate on-site circulation for vehicles and fueling trucks. Development of the project would enhance the safety of the area because the applicant is conditioned to construct or guarantee the construction of all missing public improvements adjacent to the site, including sidewalks, adequate roadway width, and pedestrian connectivity.

The project's contemporary architecture is clean and attractive and comprised of standard, durable construction materials appropriate for commercial buildings. The design, size and height of the buildings are in scale with the buildings in the neighborhood which is comprised of buildings that were built in different styles over numerous decades.

Therefore, the Planning and Development Department recommends approval of PP2023-0007 subject to the recommended conditions of approval in Exhibit 4 and based on the findings of approval below.

FINDINGS OF APPROVAL FOR PP2023-0007

1. Pursuant to Section 15164 of the State Guidelines for implementing the California Environmental Quality Act (CEQA), the city has prepared an Addendum to the Mitigated Negative Declaration (MND) previously adopted on August 7, 2024 for associated application GPA2023-0004. The city has determined that the proposed revised project and the Addendum demonstrate that the environmental analysis, impacts, and mitigation measures identified in the previously adopted MND remain substantively unchanged despite project modifications. The proposed revised project does not raise any new issues or result in impacts not previously analyzed in

the prior MND, and none of the conditions described in Section 15162 of the State CEQA Guidelines requiring the preparation of a subsequent MND exist.

2. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91.070 of the CMC do exist in reference to PP2023-0007 for the following reasons:
 - a. *The project is consistent with the Corona General Plan because the proposed commercial use is consistent with the General Plan's General Commercial land use designation.*
 - b. *The project, as designed and with the conditions of approval, comply with the applicable development standards established for the C-3 zone, and other applicable requirements in the Corona Municipal Code.*
 - c. *The project has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of such act have been followed, and as shown by the project's Mitigated Negative Declaration Addendum in Exhibit 12, mitigation measures have been established to reduce the project's impacts on the environment to less than significant.*
 - d. *As demonstrated by the project's site plan and the conditions of approval for the project, the site accommodates the scale of the project, by adhering to the objective development standards required by the zoning of the site and other physical features of the proposal including fencing, water quality facilities, and signage.*

PREPARED BY: SANDRA VANIAN, PLANNING MANAGER

SUBMITTED BY: JOANNE COLETTA, PLANNING AND DEVELOPMENT DIRECTOR

Exhibits:

1. Resolution No. 2641
2. Locational and Zoning Map
3. Site Plan
4. Conditions of Approval
5. Conceptual Grading Plan
6. Floor Plan
7. Elevations and Renderings
8. Landscape Plan
9. Parcel Identification Sign Program
10. Crosswalk Exhibits
11. Applicant's Response Letter, dated August 12, 2024
12. Environmental Documentation



RESOLUTION NO. 2641

APPLICATION NUMBER: PP2023-0007

A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, GRANTING A PRECISE PLAN FOR THE REVIEW OF THE SITE PLAN, ARCHITECTURE, LANDSCAPING AND OTHER FEATURES ASSOCIATED WITH THE DEVELOPMENT OF A 4,110-SQUARE-FOOT AUTOMATED CARWASH TUNNEL WITH 11 VACUUM STALLS, GAS STATION WITH FIVE DOUBLE-SIDED FUEL PUMPS, AND A 3,725-SQUARE-FOOT CONVENIENCE STORE PROPOSED ON 1.40 ACRES LOCATED ON THE NORTH SIDE OF 2ND STREET, APPROXIMATELY 450 FEET WEST OF BUENA VISTA AVENUE. (APPLICANT: GREENS DEVELOPMENT)

WHEREAS, the application to the City of Corona, California, for a Precise Plan under the provisions of Chapter 17.91 in the Corona Municipal Code, has been duly submitted to said City's Planning and Housing Commission for the review of the site plan, architecture, landscaping and other features associated with the development of a 4,110-square-foot automated carwash tunnel with 11 vacuum stalls, gas station with five double-sided fuel pumps, and a 3,725-square-foot convenience store proposed on 1.40 acres located on the north side of 2nd Street, approximately 450 feet west of Buena Vista Avenue; and

WHEREAS, the Precise Plan 2023-0007 (PP2023-0007) was initially submitted in conjunction with General Plan Amendment 2023-0004 (GPA2023-0004), and Change of Zone 2023-0006 (CZ2023-0006) ("Proposed Project"); and

WHEREAS, the Planning and Housing Commission held a noticed public hearing for the Proposed Project on July 8th, 2024, as required by law; and

WHEREAS, on July 8, 2024, as the first action on the Proposed Project, the Planning and Housing Commission approved Resolution 2640 adopting GPA2023-0004 and the Mitigated Negative Declaration (MND) prepared pursuant to CEQA Guidelines Section 15070 for the Proposed Project because the information contained in the MND, the initial study and the administrative records for this project, including all written and oral evidence provided during the comment period and presented to the Planning and Housing Commission, the

EXHIBIT 1

Commission found that potential environmental impacts of this project are either no impact or less-than-significant; and

WHEREAS, after close of said hearing, the Commission continued the public hearing for PP2023-0007 to August 12, 2024; and

WHEREAS, the Planning and Housing Commission held a public hearing on August 12, 2024 and continued the public hearing for PP2023-0007 off calendar; and

WHEREAS, an Addendum to the adopted MND was prepared in order to evaluate the project revisions proposed by PP2023-0007, pursuant to California Environmental Guidelines Section 15164; and

WHEREAS, the Planning and Housing Commission held a public hearing for PP2023-0007 on September 23, 2024; and

WHEREAS, the Planning and Housing Commission by formal action, found that all the conditions necessary to granting Precise Plan as set forth in Corona Municipal Code Section 17.91.070 do exist in reference to PP2023-0007 based on the evidence presented to the Commission during said hearing; and

WHEREAS, the Planning and Housing Commission based its recommendation to approve PP2023-0007 according to certain conditions of approval and the findings set forth below.

NOW, THEREFORE, THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

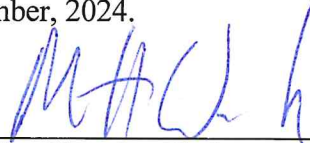
SECTION 1. CEQA Findings. The project was previously evaluated under a Mitigated Negative Declaration (MND) which was adopted by the City Council on August 7, 2024. Pursuant to Section 15164 of the State Guidelines for implementing the California Environmental Quality Act (CEQA), the city has prepared an Addendum to the previously adopted MND for the revised project. The city has determined that the revised project and the Addendum demonstrate that the environmental analysis, impacts, and mitigation measures identified in the previously adopted MND remain substantively unchanged despite project modifications. The proposed revised project does not raise any new issues or result in impacts not previously analyzed in the prior MND, and none of the conditions described in Section 15162 of the State CEQA Guidelines requiring the preparation of a subsequent MND exist.

SECTION 2. Precise Plan Findings. Pursuant to Corona Municipal Code (“CMC”) section 17.91.070 and based on the entire record before the Planning and Housing Commission, including all written and oral evidence presented to the Commission, the Commission hereby makes and adopts the following findings:

1. Pursuant to Section 15164 of the State Guidelines for implementing the California Environmental Quality Act (CEQA), the city has prepared an Addendum to the Mitigated Negative Declaration (MND) previously adopted on August 7, 2024 for associated application GPA2023-0004. The city has determined that the proposed revised project and the Addendum demonstrate that the environmental analysis, impacts, and mitigation measures identified in the previously adopted MND remain substantively unchanged despite project modifications. The proposed revised project does not raise any new issues or result in impacts not previously analyzed in the prior MND, and none of the conditions described in Section 15162 of the State CEQA Guidelines requiring the preparation of a subsequent MND exist.
2. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91.070 of the CMC do exist in reference to PP2023-0007 for the following reasons:
 - a. *The project is consistent with the Corona General Plan because the proposed commercial use is consistent with the General Plan's General Commercial land use designation.*
 - b. *The project, as designed and with the conditions of approval, comply with the applicable development standards established for the C-3 zone, and other applicable requirements in the Corona Municipal Code.*
 - c. *The project has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of such act have been followed, and as shown by the project's Mitigated Negative Declaration Addendum in Exhibit 12, mitigation measures have been established to reduce the project's impacts on the environment to less than significant.*
 - d. *As demonstrated by the project's site plan and the conditions of approval for the project, the site accommodates the scale of the project, by adhering to the objective development standards required by the zoning of the site and other physical features of the proposal including fencing, water quality facilities, and signage.*

BE IT FURTHER RESOLVED that a copy of this Resolution be delivered to the City Clerk of said City and a copy thereof be sent to the applicant therefore at the address of said applicant as set forth in the application for said Precise Plan.

Adopted this 23rd day of September, 2024.



Matt Woody, Chair
Planning and Housing Commission
City of Corona, California

ATTEST:



Belinda Capilla
Secretary, Planning and Housing Commission
City of Corona, California

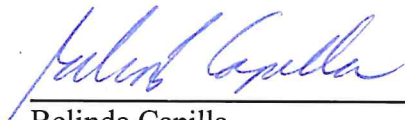
I, Belinda Capilla, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted in a regular session of said Planning and Housing Commission duly called and held on the 23rd day of September, 2024, and was duly passed and adopted by the following vote, to wit:

AYES: Woody, Alexander, Longwell & Siqueland

NOES: None

ABSENT: None

ABSTAINED: None



Belinda Capilla
Secretary, Planning and Housing Commission
City of Corona, California

LOCATIONAL & ZONING MAP



Zoning Legend:

- CS - Community Services
- C-3 - General Commercial
- MF1 - Multiple Family 1
- MP - Mobile Home Park
- R-3 - Multiple Family Residential
- S - School

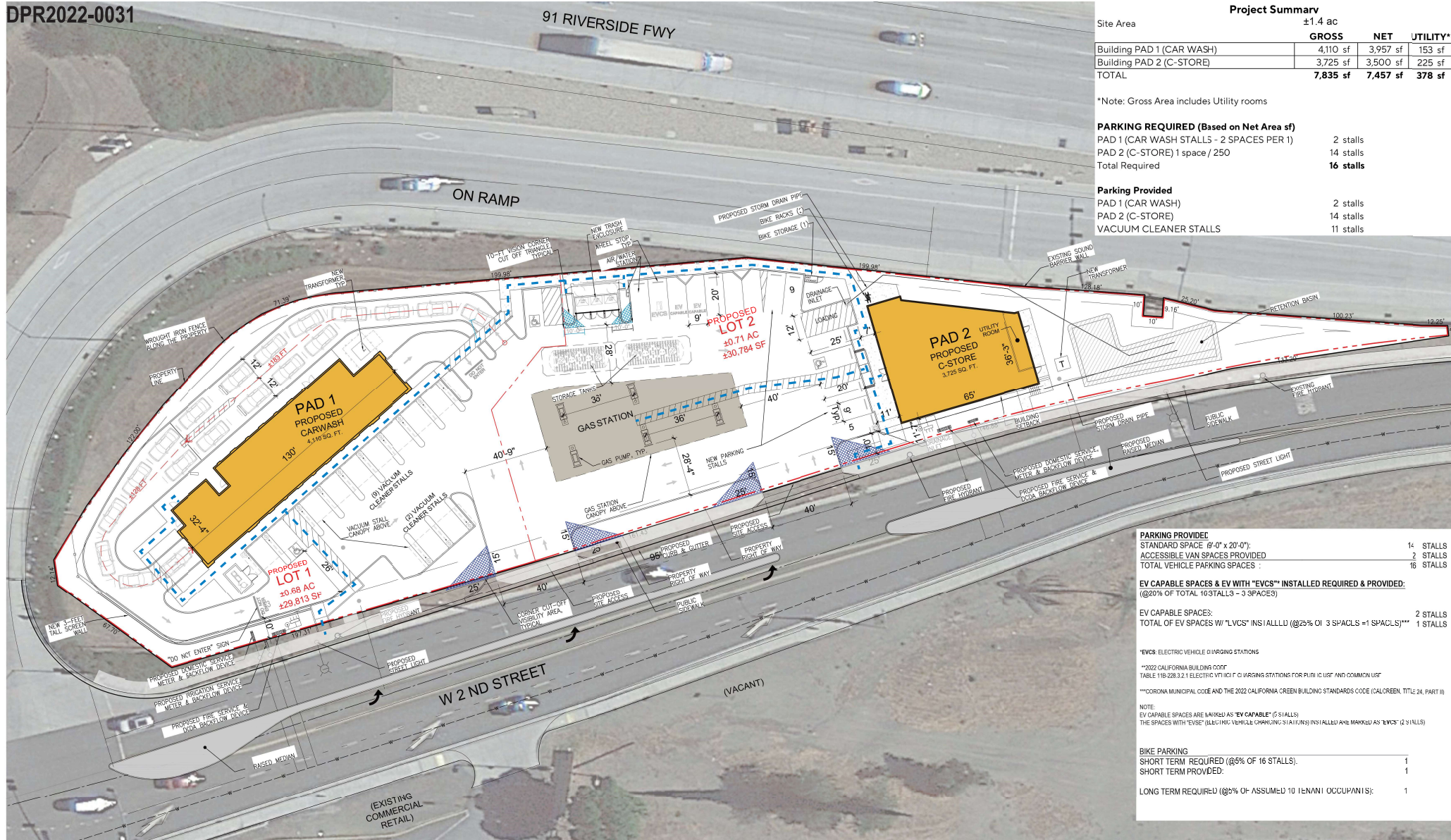


Date: 09/17/2024

PP2023-0007



EXHIBIT 2



Project Summary

Site Area	±1.4 ac		
	GROSS	NET	UTILITY*
Building PAD 1 (CAR WASH)	4,110 sf	3,957 sf	153 sf
Building PAD 2 (C-STORE)	3,725 sf	3,500 sf	225 sf
TOTAL	7,835 sf	7,457 sf	378 sf

*Note: Gross Area includes Utility rooms

PARKING REQUIRED (Based on Net Area sf)

PAD 1 (CAR WASH STALLS - 2 SPACES PER 1)	2 stalls
PAD 2 (C-STORE) 1 space / 250	14 stalls
Total Required	16 stalls

Parking Provided

PAD 1 (CAR WASH)	2 stalls
PAD 2 (C-STORE)	14 stalls
VACUUM CLEANER STALLS	11 stalls

PARKING PROVIDED:

STANDARD SPACE (8'-0" x 20'-0")	14 STALLS
ACCESSIBLE VAN SPACES PROVIDED	2 STALLS
TOTAL VEHICLE PARKING SPACES	16 STALLS

EV CAPABLE SPACES & EV WITH "EVCS"™ INSTALLED REQUIRED & PROVIDED:

(@20% OF TOTAL 16 STALLS - 3 SPACES)

EV CAPABLE SPACES:	2 STALLS
TOTAL OF EV SPACES W/ "EVCS"™ INSTALLED	1 STALLS

*EVCS: ELECTRIC VEHICLE CHARGING STATIONS
 **2022 CALIFORNIA BUILDING CODE TABLE 118-228.2.1 ELECTRIC VEHICLE CHARGING STATIONS FOR PUBLIC USE AND COMMON USE
 ***CORONA MUNICIPAL CODE AND THE 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN, TITLE 24, PART II)

NOTE:
 EV CAPABLE SPACES ARE MARKED AS "EV CAPABLE" (2 STALLS)
 THE SPACES WITH "EVSE" (ELECTRIC VEHICLE CHARGING STATIONS) INSTALLED ARE MARKED AS "EVCS" (2 STALLS)

BIKE PARKING

SHORT TERM REQUIRED (@5% OF 16 STALLS)	1
SHORT TERM PROVIDED:	1
LONG TERM REQUIRED (@5% OF ASSUMED 10 TENANT OCCUPANTS):	1

--- PEDESTRIAN / ADA PATH OF TRAVEL

NOTE:
 ALL EXISTING & NEW UTILITIES ADJACENT TO AND ON-SITE SHALL BE PLACED UNDERGROUND.

GREENS CORONA FUEL SITE
 NEC OF 91 FWY & WEST 2ND STREET, CORONA, CA

SITE PLAN

AO Architecture, Design, Relationships.

02-A

Scale: 1" = 20'
 Job No.: 2022-755
 Date: 2024-07-25

EXHIBIT 3



Project Conditions

City of Corona

Project Number: PP2023-0007

Description: **Carwash, drive thru, gas station, convenience store**

Applied: **9/14/2023**

Approved:

Site Address: **231 S LINCOLN AVE CORONA, CA 92882**

Closed:

Expired:

Status: **RECEIVED**

Applicant: **Greens Development**

Parent Project: **DPR2022-0031**

16530 Bake Parkway, Suite 200 Irvine CA, 92618

Details:

LIST OF CONDITIONS

DEPARTMENT	CONTACT
BUILDING	Anthony Hurley

1. Construction activity shall not occur between the hours of 8:00 pm to 7:00 am, Monday thru Saturday and 6:00 pm to 10:00 am on Sundays and Federal Holidays.
2. At the time of Building Plan Check submittal, the applicant shall comply with the city's plan check submittal requirements which includes the following: Plot Plan * Foundation Plan * Floor Plan * Ceiling and roof framing plan * Electrical Plans (electrical service shall be underground per Corona Municipal Code chapter 15.60), including size of main switch, number and size of service entrance conductors, single line diagram, circuit schedule and demand load calculations * Plumbing plans including sewer or septic tank location, minimum number of plumbing fixture calculations, isometric diagram including underground piping, water and drainage fixture unit calculations and pipe sizing including meter and building supply, gas piping and roof venting plan * Mechanical plan, heating and air conditioning diagram, equipment schedule * Landscape and Irrigation plans - Paper submittals shall include four (4) complete sets detached from building plans. Refer to the city's plan check submittal requirements and checklists for a complete list.
3. Paper plan submittals shall include two (2) sets of structural calculations, energy conservation calculations and soils reports. Architects/Engineers stamp and wet signature is required prior to submittal of plan check.
4. Separate permits are required for all fences, walls, signs, and PV systems.
5. Buildings shall not be occupied prior to posting of Certificate of Occupancy issued by the Building Division.
6. The Project shall be designed to show compliance with the latest adopted edition of the following codes as applicable:
 - A. California Building Code
 - B. California Residential Code
 - C. California Electrical Code
 - D. California Mechanical Code
 - E. California Plumbing Code
 - F. California Energy Code
 - G. California Fire Code
 - H. California Green Building Standards Code
 - I. Including local amendments, and the Corona Municipal Code.
7. An approved Construction Waste Management Plan and Recycling Worksheets shall be kept on site and maintained by the applicant, and made available for inspection by City representatives at all times in accordance with the California Green Building Standards Code. Documentation which demonstrates compliance with the minimum recycling of waste materials required by CAL Green shall be provided to the building inspector prior to issuance of Certificate of Occupancy or Final Approval.
8. All fees, including but not limited to, occupancy fees, property development tax, and school fees must be paid in full prior to issuance of building permits. Any development impact fees that apply to the project must be paid in full prior to NIC or CofO issuance.



Project Conditions

City of Corona

BUILDING	Anthony Hurley
<ol style="list-style-type: none"> 9. Grading plans shall be approved and pads certified prior to Building permit issuance. 10. Project shall be designed to conform to the applicable edition of the California Building Standards Code including local amendments, and the Corona Municipal Code. 11. All deferred features and related permits shall be approved, and the building not be occupied, prior to issuance of CofO. Utilities will not be released until a CofO, TCO, or Temporary Utility Bond has been issued. 12. Project site shall be kept clean, secure, safe, and BMPs installed and maintained, and follow all city, state, and county requirements and due standard of care. 13. Project entitlement approvals shall be obtained prior to plan approval and issuance of building permits. Final Conditions of Approval shall be made part of set of plans [Conditions of approval shall be pasted on plans]. 	
PLANNING	
<ol style="list-style-type: none"> 1. This permit hereby allowed is conditional upon the privileges being utilized by the securing of the first permit thereof, precise plan permit within two (2) years after the effective date of the Precise Plan approval and if construction work is not begun within said time and carried on diligently to completion, this authorization shall become void, and any privilege or permit granted shall be deemed to have lapsed. 2. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees. 3. The applicant or his successor in interest shall comply with the Mitigated Negative Declaration prepared for PP2023-0007. 4. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate. 5. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition. 6. Prior to issuance of a permit, the applicant shall revise the project's building and grading plans to meet the minimum required 10-foot front yard setback requirement along 2nd Street. 7. The applicant shall submit a separate fence and wall plan for all perimeter fences and walls for plan check and permits. The screen fence and vine planting at the westerly and northerly perimeters of the project shall be installed per the landscape plan. 8. The applicant shall submit separate landscape plans for plan check. At the time of submittal, the applicant shall submit a deposit in the amount of \$5,000 to the Planning Division to cover third-party plan check and inspection services associated with the project. Any unused funds remaining from the deposit will be returned to the applicant upon project completion. The deposit is separate from the Building Division's typical plan check submittal fees. 9. The applicant's landscape plan shall be in substantial conformance to the preliminary landscape plan in Exhibit 8 of PP2023-0007. All landscaping shall be installed per the approved landscape plan prior to the issuance of a Certificate of Occupancy. 	



Project Conditions

City of Corona

PLANNING	
	<ol style="list-style-type: none"> 10. This project is subject to Western Riverside County Regional Conservation Authority's MSHCP fee for commercial development at the time of building permit issuance. 11. The trash enclosure shall be constructed of decorative block with solid metal gates and covered with a solid or lattice cover painted to match the commercial center's color scheme. All gaps between the block enclosure and cover shall be secured with a durable metal mesh material or similar. 12. Prior to issuance of a building permit, the applicant shall obtain approval of a lot line adjustment to consolidate the parcels. 13. The applicant's landscape plan shall include a dense-type shrub along the exterior side of the drive-through lane for headlight buffering. The shrubs shall be a minimum of 3 feet in height at the time of installation. 14. The project shall implement the following measures and include as part of the applicant's plan review package for a building permit: <ol style="list-style-type: none"> 1. The entire project site shall be lit with property lighting. 2. Security cameras shall be installed at the project site that records videos. 3. The applicant shall purchase a FLOCK Safety camera system and grant the Corona Police Department permission to access the cameras. The cameras shall be placed eastbound and westbound on 2nd Street, in front of the project site. 15. The applicant shall maintain, and replace as necessary, the screen vine landscaping along the perimeter wrought iron fence adjacent to the freeway right-of-way. [ADDED BY THE PLANNING AND HOUSING COMMISSION ON SEPTEMBER 23, 2024.] 16. If Caltrans is unable to meet the construction schedule of the applicant with respect to the crosswalk at the intersection of 2nd Street and the SR-91 on-ramp, the applicant shall construct the sidewalk extending from the project site to the intersection at 2nd Street and Buena Vista Avenue prior to the issuance of a Certificate of Occupancy for the project. [ADDED BY THE PLANNING AND HOUSING COMMISSION ON SEPTEMBER 23, 2024.]
PUBLIC WORKS	
	<ol style="list-style-type: none"> 1. The Public Works, Planning and Development, and Utilities Department comments for the subject application shall be completed at no cost to any government agency. All questions regarding the intent of the comments shall be referred to the Planning and Development Department, Development Services Division. Should a conflict arise between City of Corona standards and design criteria and any other standards and design criteria, City of Corona standards and design criteria shall prevail. 2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions. 3. Prior to issuance of grading permit, the applicant shall demonstrate to the satisfaction of the City Engineer that the proposed project will not unreasonably interfere with the use of any easement holder of the property. 4. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch Mylar and signed by a registered civil engineer or other registered/licensed professional as required. 5. The submitted site plan shall correctly show all existing easements, traveled ways, and drainage courses. Any omission or misrepresentation of these documents may require said site plan to be resubmitted for further consideration. 6. Prior to building permit issuance, the developer shall record a Lot Line Adjustment for APN 118-270-024 and APN 118-270-054 to adjust the property lines as shown on the submitted site plan. 7. In the event that off-site right-of-way or easements are required for the City of Corona master plan facilities to comply with these conditions of approval, the developer is required to secure such right-of-way or easements at no cost to the City. 8. All existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Corona ordinances. 9. Prior to issuance of a Certificate of Occupancy, the developer shall cause the engineer of record to submit project base line work for all layers in AutoCAD DXF format on Compact Disc (CD) to the Planning and Development Department, Development Services Division. If the required files are unavailable, the developer shall pay a scanning fee to cover the cost of scanning the as-built plans.



Project Conditions

City of Corona

PUBLIC WORKS

10. The developer shall monitor, supervise and control all construction and construction related activities to prevent them from causing a public nuisance including, but not limited to, insuring strict adherence to the following:
 - a) Removal of dirt, debris or other construction material deposited on any public street no later than the end of each working day.
 - (b) Construction operations, including building related activities and deliveries, shall be restricted to Monday through Saturday from 7:00 a.m. to 8:00 p.m., excluding holidays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays, in accordance with City Municipal Code 15.04.060, unless otherwise extended or shortened by the City Engineer or Building Official.
 - (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.
11. Prior to issuance of a building permit, the developer shall ensure that a property owner's association is established for the purpose of maintaining all shared driveways, shared drainage facilities, shared landscaping, common areas, and private utilities. The association documents, including any necessary Covenants, Conditions and Restrictions (CC&R's), shall be subject to the review and approval of the Planning and Development Department, Planning and Development Services Divisions.
12. Prior to issuance of a building permit, the developer shall finish the construction or post security guaranteeing the construction of all public improvements. Said improvements shall include, but are not limited to, the following:
 - a) All street facilities along Second Street adjacent to the project site including the roadway widening, sidewalks, crosswalks, and relocation of existing facilities. Applicable off-site improvements may be required to Buena Vista Avenue to provide pedestrian connectivity from a crosswalk.
 - b) Raised median from the SR-91 on ramp to the easterly driveway and from the easterly driveway to approximately 100 feet west of the easterly project boundary.
 - c) All drainage facilities.
 - d) All required grading, including erosion control.
 - e) All required sewer and water facilities.
 - f) All required landscaping, including median and parkway landscaping.
 - g) All under grounding of overhead utilities, except for cables greater than 32k volts.
13. Prior to issuance of a building permit, the developer shall construct or guarantee the construction of sidewalk and crosswalk improvements for pedestrian connectivity to the proposed development. (Alternative No. 1) The developer shall coordinate with Caltrans for a potential signalized pedestrian crosswalk across 2nd Street at the intersection of 2nd Street and the 91-freeway eastbound on-ramp. (Alternative No.2) If Caltrans deems this crosswalk to not be feasible, then the improvement plans shall show sidewalk improvements along the north side of 2nd Street from the easterly limits of the Project frontage to the intersection of 2nd Street and Buena Vista Avenue.

The developer shall relocate all facilities necessary to comply with City Standards and ADA accessibility requirements.
14. Prior to Certificate of Occupancy, the developer shall complete all improvements as required by these conditions of approval unless otherwise approved by the City Engineer.
15. All the grading design criteria shall be per City of Corona standards, Corona Municipal Code Title 15 Chapter 15.36 and City Council Ordinance Number 2568, unless otherwise approved by the City Engineer.
16. Prior to approval of grading plans, the applicant shall submit two (2) copies of a soils and geologic report prepared by a Registered Engineer to the Planning and Development Department, Development Services Division. The report shall address the soil's stability and geological conditions of the site. If applicable, the report shall also address: deep seated and surficial stability of existing natural slopes; modified natural slopes which are subject to fuel zones; manufactured slopes and stability along proposed daylight lines; minimum required setbacks from structures; locations and length of proposed bench drains, sub-drains or french drains; and any other applicable data necessary to adequately analyze the proposed development.
17. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Planning and Development Department, Development Services Division.



Project Conditions

City of Corona

PUBLIC WORKS

18. Prior to approval of grading plans, the applicant shall obtain a General Construction Activity Storm Water Permit from the State Water Resources Control Board in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. Proof of filing a Notice of Intent (NOI) will be required by the City. The WDID # shall be displayed on the title sheet of the grading plans.
19. Prior to approval of grading plans, the applicant shall comply with the Federal Clean Water Act and shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be available at the project site for review.
20. Prior to issuance of grading permit or construction of any improvements, a letter will be required from a qualified botanist, plant taxonomist or field biologist specializing in native plants, stating that an investigation and/or eradication of scale broom weed (*Lepidospartum Squamatum*) has been completed.
21. Prior to issuance of building permits, the developer shall cause the civil engineer of record and soils engineer of record for the approved grading plans to submit pad certifications and compaction test reports for the subject lots where building permits are requested.
22. Prior to release of grading security, the developer shall cause the civil engineer of record for the approved grading plans to submit a set of as-built grading plans with respect to Water Quality Control facilities.
23. Prior to issuance of any grading permit, any environmental Phase I and Phase II findings and recommended actions to remove contamination resulting from previous use of the subject site shall be implemented.
24. All City of Corona NPDES permit requirements for NPDES and Water Quality Management Plans (WQMP) shall be met per Corona Municipal Code Title 13 Chapter 13.27 and City Council Ordinance Numbers 2291 and 2828 unless otherwise approved by the City Engineer.
25. Prior to the issuance of a grading permit, a Final WQMP, prepared in substantial conformance with the approved Preliminary WQMP, shall be submitted to the Planning and Development Department, Development Services Division for approval. Upon its final approval, the applicant shall submit one copy on a CD-ROM in PDF format.
26. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP.
27. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.
28. Prior to issuance of Certificate of Occupancy, the applicant shall ensure all structural post construction BMPs identified in the approved project specific Final WQMP are constructed and operational.
29. All the drainage design criteria shall be per City of Corona standards and the Riverside County Flood Control and Water Conservation District standards unless otherwise approved by the City Engineer.
30. Prior to approval of any improvement plans, the applicant shall submit a detailed hydrology study. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices. The hydrology study shall present a full breakdown of all the runoff generated on- and off-site.
31. Prior to approval of improvement plans, the improvement plans submitted by the applicant shall address the following: The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site. The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow. Concentrated drainage on commercial lots shall be diverted through parkway drains under sidewalks. All non-residential lots shall drain toward an approved water quality or drainage facility. Once onsite drainage has been treated it may continue into an approved public drainage facility or diverted through under-sidewalk parkway drains.
32. Street design criteria and cross sections shall be per City of Corona standards, approved Specific Plan design guidelines and the State of California Department of Transportation Highway Design Manual unless otherwise approved by the City Engineer.
33. Prior to issuance of a building permit, the developer shall dedicate a Public Utility Easement and a Sidewalk Easement in favor of the City from the north right-of-way of Second Street to 12 feet north of the proposed Second Street curb face. The developer shall dedicate additional easements as needed to serve and provide access to and along the Project.



Project Conditions

City of Corona

PUBLIC WORKS

34. Prior to approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
- a) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
 - b) All street intersections shall be at ninety (90) degrees or as approved by the City Engineer.
 - c) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
 - d) Under grounding of existing and proposed utility lines.
 - e) Street lights.
 - f) Sidewalks shall be constructed 5-feet in width in conformance with City Standard No. 104 and No.105.
 - g) Second Street along the project frontage shall be widened to accommodate a 4-lane roadway with a raised median that varies from 4 feet to 14 feet wide, along Second Street from the SR-91 on/off ramp to easterly project's property or as approved by the City Traffic Engineer and City Engineer.
 - h) Lane striping shall be installed with a minimum width of 12-foot lanes transversing westbound along Second Street from the transition of the Collector Street Section to the Secondary Arterial Street Section or as approved by the City Traffic Engineer. Any striping modifications as required by Caltrans shall also be installed.
 - i) All other public improvements shall conform to City of Corona standards.
 - j) All street improvements shall be completed prior to the issuance of Certificate of Occupancy, or unless otherwise approved by the City Engineer.
 - (k) Developer shall evaluate the location for pedestrian restrictive signage to discourage midblock crossing across 2nd Street. Signs shall be placed on both sides of 2nd Street between the SR91 on-ramp to Buena Vista Avenue unless otherwise approved by the City Engineer. [AMENDED BY THE PLANNING AND HOUSING COMMISSION ON SEPTEMBER 23, 2024]
35. Prior to issuance of a construction permit, the applicant shall coordinate with Caltrans for a design that alleviates the queuing of vehicles in the right lane of westbound Second Street. The City, the Applicant, and Caltrans shall review options for a design that may include, but are not limited to, restriping, widening, signal modification, etc. and the developer shall construct the improvements agreed to by the City and Caltrans. And as required, the applicant shall obtain an encroachment permit from Caltrans. Alternatively, the developer may conduct additional analysis provided by a registered Traffic Engineer to determine if the vehicular queuing on the westbound Second Street would conflict with the use of the proposed project's driveways. Subject to review and approval by the City Traffic Engineer, if the analysis shows that there is no conflict with the proposed driveways and/ or project circulation, then the applicant shall not be required to construct any improvements within Caltrans right-of-way related to the right lane vehicle queuing. The applicant may still be required to construct improvements within City right-of-way based on recommendations by the Traffic Engineer.
36. Prior to approval of improvement plans, the improvement plans shall show all the streets to be improved to half width plus ten (10) additional feet unless otherwise approved by the City Engineer. At the discretion of the applicant, the existing pavement maybe cored to confirm adequate section and R values during the design process and any findings shall be incorporated into the project design. Therefore improvements may include full pavement reconstruction, grind and overlay, or slurry seal. All striping shall be replaced in kind.
37. Prior to release of public improvement security, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Planning and Development Department, Development Services Division.
38. Prior to acceptance of improvements, the City Engineer may determine that aggregate slurry, as defined in the Standard Specifications for Public Works Construction, may be required one year after acceptance of street(s) by the City if the condition of the street(s) warrant its application. All striping shall be replaced in kind. The applicant is the sole responsible party for the maintenance of all the improvements until said acceptance takes place.
39. Prior to approval of the improvement plans and/or grading plans, the developer shall comply with the approved traffic study recommendations, including:
- Construct Second Street at its ultimate half section width as a secondary 4-lane roadway from the westerly project boundary to the easterly project boundary.
 - Construct a raised median along Second Street from the SR-91 on/off ramp to the easterly driveway.
 - Provide stop sign control at the project driveways.
 - Verify that minimum sight distance is provided at the project driveways.
 - Construct a 245 foot (minimum) eastbound left turn lane at the easterly driveway.



Project Conditions

City of Corona

PUBLIC WORKS

40. Prior to building permit issuance the applicant shall provide all of the necessary documents and fees needed to annex this project into a City of Corona Community Facilities District (CFD) 2016-3 (Maintenance Services). All assessable parcels therein shall be subject to annual CFD charges (special taxes or assessments). The developer shall be responsible for all costs incurred during annexation into the CFDs.
41. Prior to issuance of a Certificate of Occupancy, all proposed parkway, slope maintenance, and/or median landscaping specified in the site plan or in these Conditions of Approval shall be constructed.
42. Prior to the issuance of a Certificate of Occupancy, any damage to existing landscape easement areas due to project construction shall be repaired or replaced by the developer, or developer's successors in interest, at no cost to the City of Corona.
43. Prior to issuance of a building permit and/or issuance of a Certificate of Occupancy, the applicant shall pay all development fees, including but not limited to Development Impact Fees (DIF) per City Municipal Code 16.23 and Transportation Uniform Mitigation Fees (TUMF) per City Municipal Code 16.21. Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City Council fee resolutions and ordinances.
44. All the potable water and sewer design criteria shall be per City of Corona Utilities Department standards and Riverside County Department of Health Services Standards unless otherwise approved by the City Engineer and Utilities Director.
45. Prior to approval of improvement plans, the applicant shall obtain all necessary easements for any required offsite water and sewer facilities.
46. Prior to issuance of any building permits, a domestic water and fire flow system shall be approved by the Utilities Department and constructed by the developer, to the satisfaction of the Utilities Director and Fire Chief. All backflow devices shall be constructed on a flat pad parallel with the sidewalk with a 3-foot minimum clearance in all directions of the apparatus and as approved by the Utilities Department.
47. Prior to approval of improvement plans, all utility valves shall be located in the street pavement.
48. Prior to improvement plans approval, the applicant shall ensure that all water meters, fire hydrants or other water appurtenances shall not be located within a drive aisle or path of travel.
49. Prior to issuance of any building permits, the developer shall pay all water and sewer fees, including but not limited to connection fees, wastewater treatment fees, sewer capacity fees and all other appropriate water and sewer fees.
50. Prior to approval of improvement plans, when applicable, the applicant shall submit detailed potable water and sewer studies, prepared by a registered civil engineer, which shall be submitted to the Planning and Development Department, Development Services Division for review and approval. The study shall analyze the existing and proposed sewer and water facilities. Results of the system analysis may require special construction for the potable water and sewer systems, such as upsizing downstream sewer lines, installing pressure regulators, booster pumps, special material for pipeline construction, backwater valves and construction of other appurtenances as necessary to serve the proposed development. Effects of the proposed development, engineering analysis and special construction requirements shall be submitted for review and approval by the Planning and Development Department, Development Services Division, and the Utilities Department. The study that was submitted dated May 2024 has not been approved.
51. Prior to building permit issuance, the applicant shall construct or guarantee the construction of all required public improvements including but not limited to, the potable water line, sewer line, potable water services, sewer laterals, double detector check assemblies and reduced pressure principle assemblies within the public right of way and-or easements.
52. The applicant shall dedicate easements for all public water and sewer needed to serve the project in accordance the Utilities Department Standards. All public water and sewer facilities shall be provided a minimum 20-foot-wide paved access road unless otherwise approved by the Utilities Director. Structures and trees shall not be constructed or installed within a public utility easement.
53. Prior to building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of a private fire system with double detector check assemblies at all public fire services to the satisfaction of the Utilities Department and Fire Chief.
54. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.



Project Conditions

City of Corona

PUBLIC WORKS	
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55. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.
56. Static pressures exceeding 80 psi require an individual pressure regulator.
57. Reclaimed water shall be used for any construction activity, unless otherwise approved by the Utilities Director or their designee. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.
58. The applicant shall provide a separate irrigation water service for all POA-CFD landscaped lots or easements.
59. The landscape plans of all parkway and Landscape Maintenance District (LMD) and Community Facilities District (CFD) lots shall be prepared by a licensed Landscape Architect and shall be submitted to the City for review and approval.
60. The developer shall install automatic irrigation to all street trees separated from adjacent residences by a fence or wall prior to the issuance of a Certificate of Occupancy.
61. Prior to issuance of a construction permit, the developer shall coordinate the reconstruction, relocation, and/or removal of any existing public landscaping facilities (including water meters/services, valves, etc.) with the Community Services Department and Development Services Division.

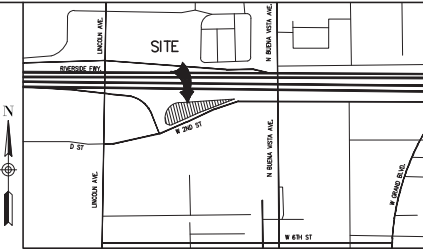
DPR2022-0031

CONCEPTUAL GRADING PLAN

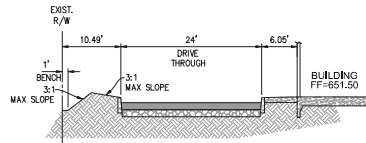
W. 2ND STREET & 91 FREEWAY

CORONA, CALIFORNIA

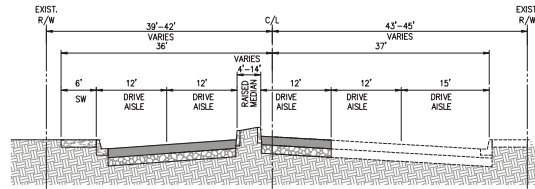
AUGUST 2024



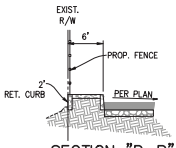
VICINITY MAP
SECTION 26, TOWNSHIP 3 SOUTH, RANGE 7 WEST
NOT TO SCALE



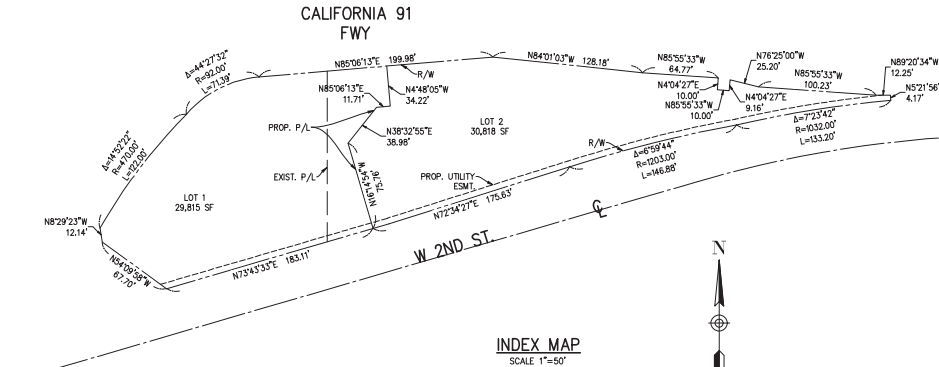
SECTION "A-A"
SCALE: 1"=10'



W. 2ND ST.
SCALE: 1"=10'



SECTION "B-B"
SCALE: 1"=10'



INDEX MAP
SCALE 1"=50'

OWNER/APPLICANT
GREENS GROUP
16530 BAKE PARKWAY, 2ND FLOOR
IRVING, CA 92618
PH: (949) 322-1760
CONTACT: ATMAN KADAKIA

LEGAL DESCRIPTION
APN: 118-270-024 & 118-270-054 PORTIONS
CALTRANS PARCELS NOS. 22217 AND 22219-REM

ENGINEER
WOODARD GROUP
1485 SPRUCE ST., SUITE "M"
RIVERSIDE, CA 92507
PH: (951) 907-5077
CONTACT: ANDREW C. WOODARD

TOPOGRAPHY SOURCE
PERFORMED BY:
WOODARD GROUP
5858 MAIN STREET, SUITE 205
RIVERSIDE, CA 92501
PH: (951) 907-5077

ACREAGE
APN: 118-270-024 POR. 1.40 ACRES
GROSS 1.40 ACRES
NET 1.40 ACRES
DISTURBED AREA 1.40 ACRES

DATE: JULY 2022

ARCHITECT
4D ARCHITECTS
144 NORTH ORANGE STREET
ORANGE, CA 92666
(714) 639-9860

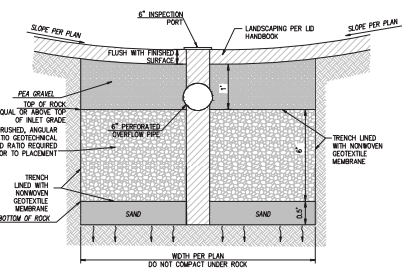
FEMA FLOOD ZONE DESIGNATION
ZONE "X" - BASE FLOOD ELEVATIONS DETERMINED.
FLOOD INSURANCE RATE MAP
RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS.
PANEL 689 OF 1805
MAP NUMBER 0606506896
EFFECTIVE DATE
AUGUST 28, 2008

ZONING/LAND USE/GENERAL PLAN
EXISTING ZONING: C3/MP
EXISTING LAND USE: VACANT
EXISTING GENERAL PLAN: GC/HR
PROPOSED ZONING: GC
PROPOSED LAND USE: GAS & RESTAURANT
PROP GENERAL PLAN: GC

UTILITY PROVIDERS
WATER: CITY OF CORONA
SEWER: CITY OF CORONA
ELECTRICITY: SO CAL EDISON
GAS: SO CAL GAS
TELEPHONE: AIR WAVES / CHARTER COMMUNICATIONS

ASSESSOR PARCEL NO
BOOK PAGE PARCELS
118 270 024 POR.
118 270 054 POR.

LEGEND		ABBREVIATIONS	
---	EXISTING PROPERTY LINE	R/W	RIGHT OF WAY
---	PROPOSED RIGHT OF WAY	P/L	PROPERTY LINE
---	EXISTING RIGHT OF WAY	EXST.	EXISTING
---	EXISTING CENTERLINE	PROP.	PROPOSED
---	PROPOSED CURB	S.F.	SQUARE FEET
---	EXISTING CURB	D/W	DRIVEWAY
---	PROPOSED SIDEWALK	S/W	SIDEWALK
---	EXISTING SIDEWALK	M.H.	MANHOLE
---	EXISTING DRIVE ROAD	FS	FINISH SURFACE
---	PROPOSED PARKING STRIPE	TC	TOP OF CURB
---	EXISTING EASEMENT	FL	FLOW LINE
---	EXISTING CONTOUR MAJOR	FG	FINISH GRADE
---	EXISTING CONTOUR MINOR	TG	TOP OF GRATE
---	EXISTING CONCRETE	INV.	INVERT
---	EXISTING BUILDING	S.D.	STORM DRAIN
---	EXISTING UNDERGROUND UTILITY	EG	EXISTING GROUND
---	PROPOSED UNDERGROUND UTILITY	T.B.R.	TO BE REMOVED
---	EXISTING UNDERGROUND UTILITY	P.I.P.	PROTECT IN PLACE
---	EXISTING EDGE OF PAVEMENT	P.P.	POWER POLE
---	PROPOSED EDGE OF PAVEMENT	F.H.	FIRE HYDRANT
---	EXISTING CONTOUR ELEVATION	L/S	LANDSCAPE
---	EXISTING SPOT ELEVATION	TW	TOP OF WALL
---	ROOF DRAIN	TRW	TOP OF RETAINING WALL
---		R&R	REMOVE AND RELOCATE
[Pattern]	PROPOSED AC PAVEMENT		
[Pattern]	PROPOSED LANDSCAPE		
[Pattern]	PROPOSED CONCRETE		
[Pattern]	PROPOSED INFILTRATION CHAMBER		
[Pattern]	PROPOSED STREET IMPROVEMENTS		



INFILTRATION TRENCH DETAIL - BMP 1
NOT TO SCALE

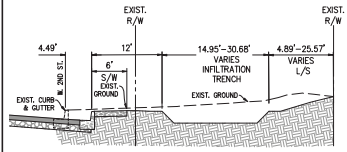
MARK	REVISIONS	DATE	BY

CONCEPTUAL GRADING PLAN
W. 2ND STREET & 91 FREEWAY

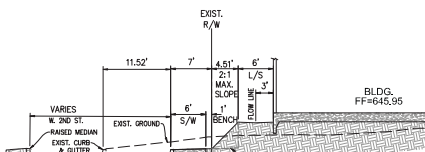
FOR: GREENS GROUP
SCALE: 1"=30'
DATE: 08/2024
DESIGNED: GC
CHECKED: AW
PLN. CHK REF: F.B.

Woodard group C1

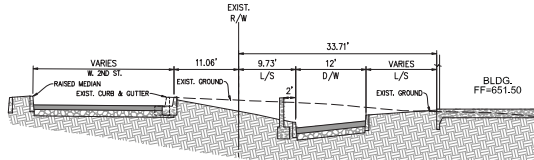
EXHIBIT 5



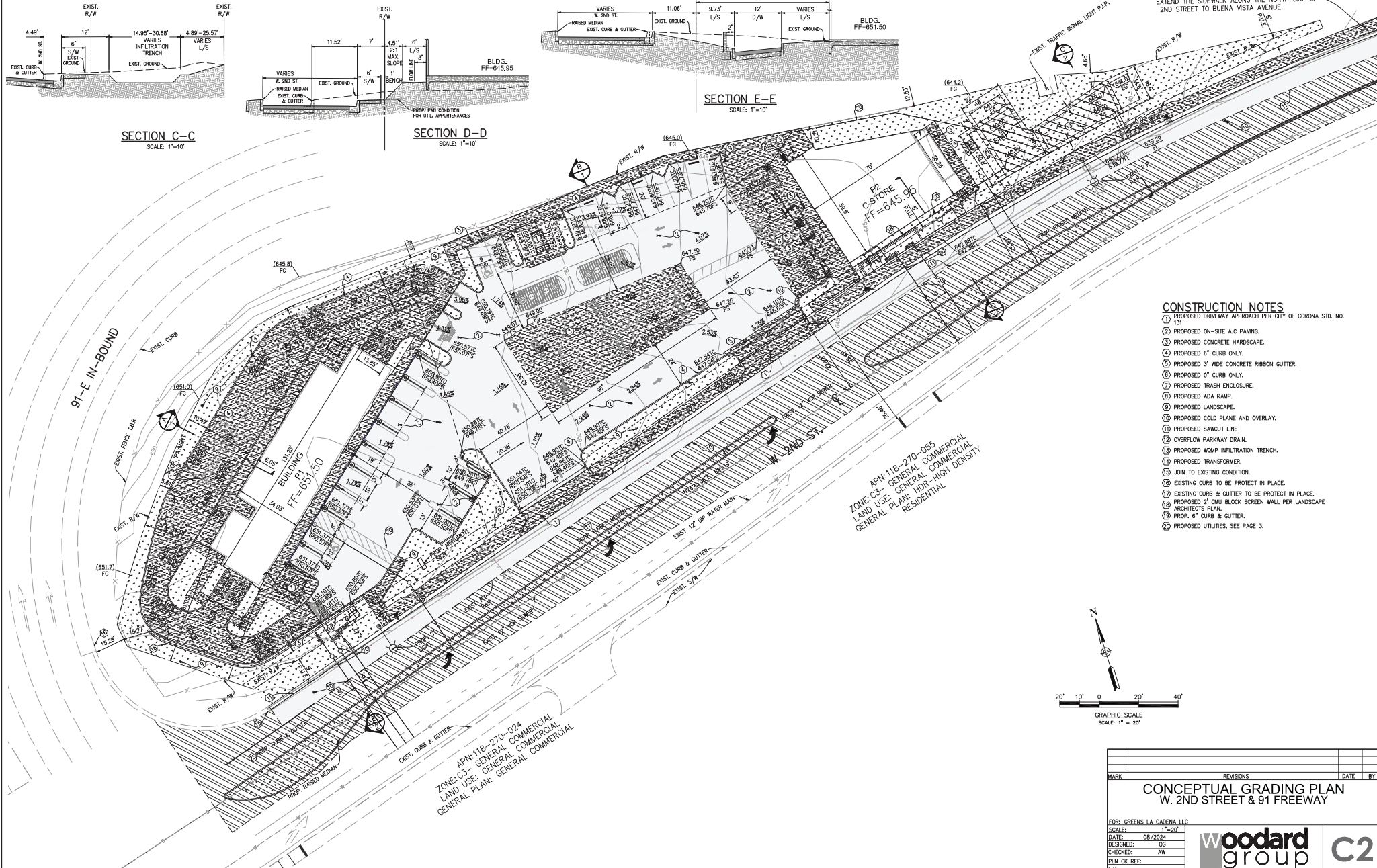
SECTION C-C
SCALE: 1"=10'



SECTION D-D
SCALE: 1"=10'

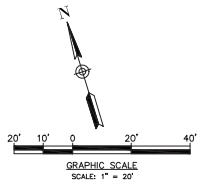


SECTION E-E
SCALE: 1"=10'



- CONSTRUCTION NOTES**
- ① PROPOSED DRIVEWAY APPROACH PER CITY OF CORONA STD. NO. 131
 - ② PROPOSED ON-SITE A.C. PAVING.
 - ③ PROPOSED CONCRETE HARDSCAPE.
 - ④ PROPOSED 6" CURB ONLY.
 - ⑤ PROPOSED 3" WIDE CONCRETE RIBBON GUTTER.
 - ⑥ PROPOSED 0" CURB ONLY.
 - ⑦ PROPOSED TRASH ENCLOSURE.
 - ⑧ PROPOSED ADA RAMP.
 - ⑨ PROPOSED LANDSCAPE.
 - ⑩ PROPOSED COLD PLANE AND OVERLAY.
 - ⑪ PROPOSED SANDOUT LINE.
 - ⑫ OVERFLOW PARKWAY DRAIN.
 - ⑬ PROPOSED W/MP INFILTRATION TRENCH.
 - ⑭ PROPOSED TRANSFORMER.
 - ⑮ JOIN TO EXISTING CONDITION.
 - ⑯ EXISTING CURB TO BE PROTECT IN PLACE.
 - ⑰ EXISTING CURB & GUTTER TO BE PROTECT IN PLACE.
 - ⑱ PROPOSED 2' DMU BLOCK SCREEN WALL PER LANDSCAPE ARCHITECTS PLAN.
 - ⑲ PROP. 6" CURB & GUTTER.
 - ⑳ PROPOSED UTILITIES, SEE PAGE 3.

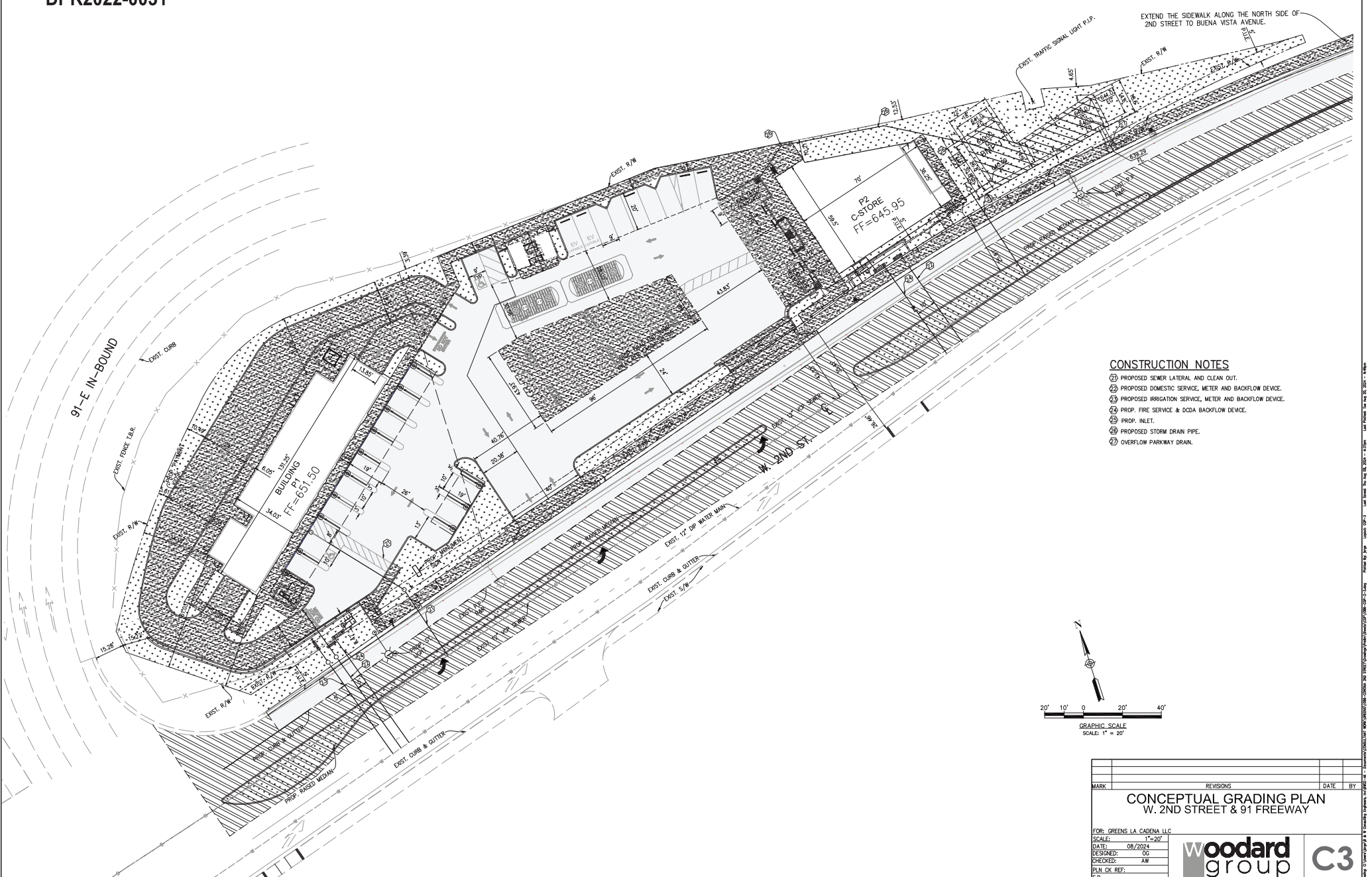
APN: 118-270-055
 ZONE: C3 - GENERAL COMMERCIAL
 LAND USE: GENERAL COMMERCIAL
 GENERAL PLAN: HDR-HIGH DENSITY RESIDENTIAL



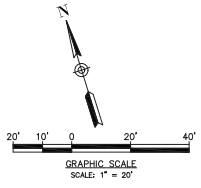
APN: 118-270-024
 ZONE: C3 - GENERAL COMMERCIAL
 LAND USE: GENERAL COMMERCIAL
 GENERAL PLAN: GENERAL COMMERCIAL

MARK	REVISIONS	DATE	BY
CONCEPTUAL GRADING PLAN W. 2ND STREET & 91 FREEWAY			
FOR: GREENS I.A. CADENA LLC			
SCALE: 1"=20'			
DATE: 08/2024			
DESIGNED: DC			
CHECKED: AW			
PLAN OK REF:			
E.R.			





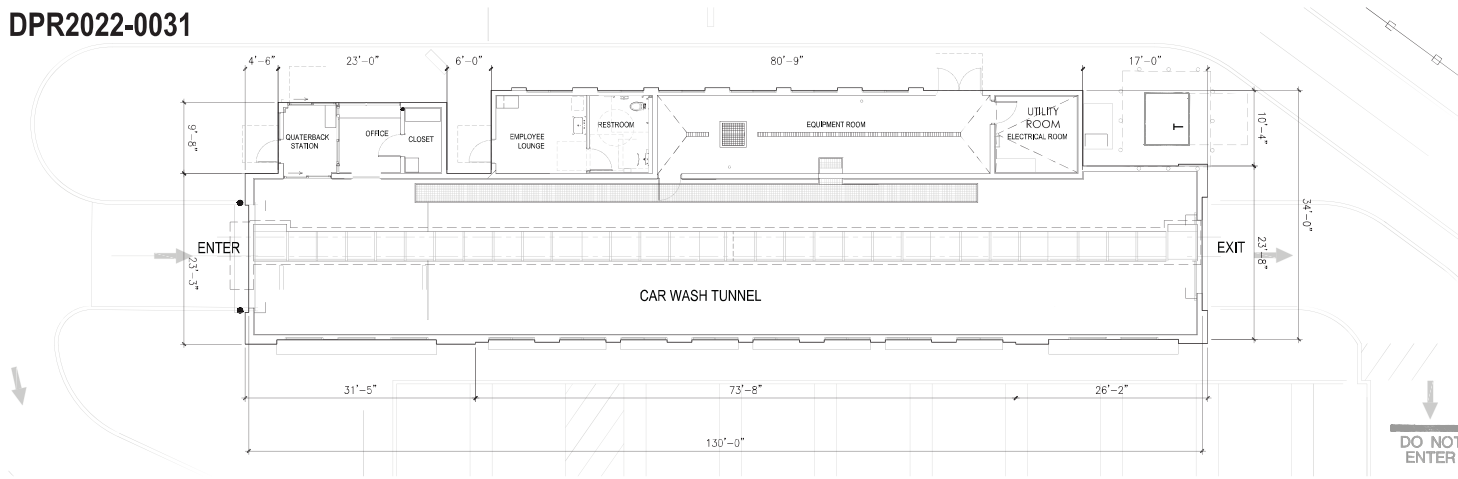
- CONSTRUCTION NOTES**
- ① PROPOSED SEWER LATERAL AND CLEAN OUT.
 - ② PROPOSED DOMESTIC SERVICE, METER AND BACKFLOW DEVICE.
 - ③ PROPOSED IRRIGATION SERVICE, METER AND BACKFLOW DEVICE.
 - ④ PROP. FIRE SERVICE & DODA BACKFLOW DEVICE.
 - ⑤ PROP. INLET.
 - ⑥ PROPOSED STORM DRAIN PIPE.
 - ⑦ OVERFLOW PARKWAY DRAIN.



MARK	REVISIONS	DATE	BY
CONCEPTUAL GRADING PLAN W. 2ND STREET & 91 FREEWAY			
FOR: GREENS LA CADENA LLC			
SCALE: 1" = 20'			
DATE: 08/2024			
DESIGNED: GC			
CHECKED: AW			
PLAN OR REF: F.R.			

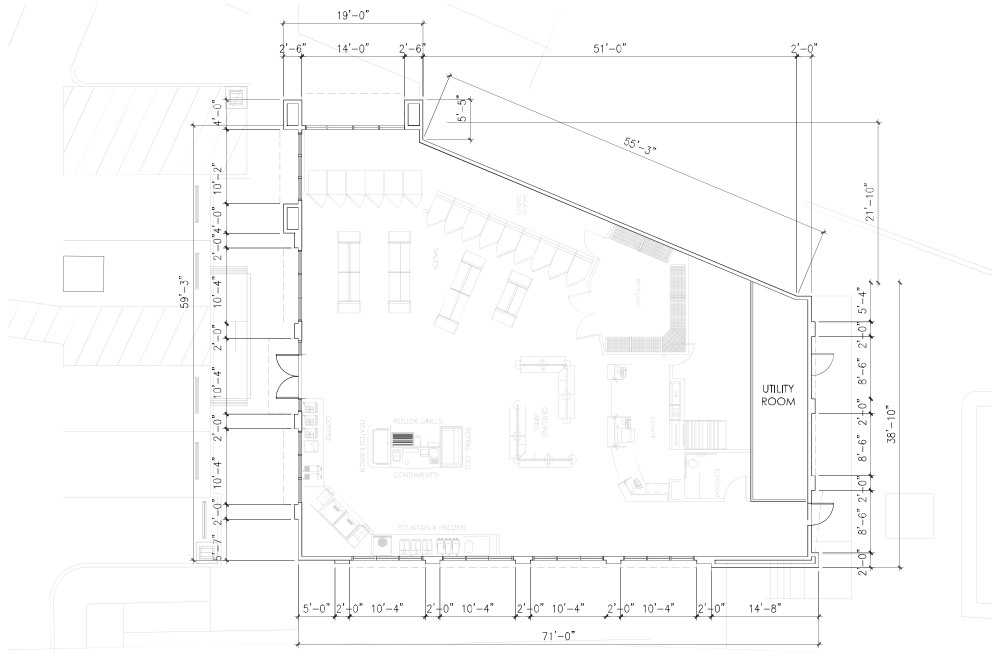


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DO NOT ENTER

FLOOR PLAN - PAD 1

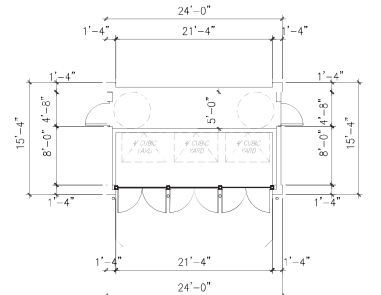


FLOOR PLAN - PAD 2

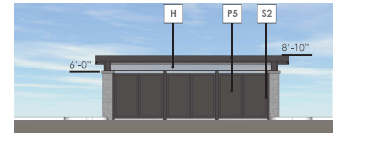
COLOR MATERIAL LEGEND

- P1** COLOR TO MATCH: DE6372 - LACE VEIL BY DUNN EDWARDS
- P2** COLOR TO MATCH: DE6367 - COVERED IN PLATINUM BY DUNN EDWARDS
- P3** COLOR TO MATCH: DE6383 - BANK VAULT BY DUNN EDWARDS
- P4** COLOR TO MATCH: DE6389 - FALLEN ROCK BY DUNN EDWARDS
- P5** COLOR TO MATCH: DE1187 - BLACK BY DUNN EDWARDS
- P6** COLOR TO MATCH: DE1192 - LOG CABIN BY DUNN EDWARDS
- P7** COLOR TO MATCH: P380-7 LUCK OF THE IRISH BY BEHR INTERIOR EXTERIOR COLOR COLLECTION
- S1** STONE VENEER: EUROPEAN LEDGE - GLACIER BY ELDORADO STONE
- S2** CONCRETE BLOCK CMU: NATURE GRAY - LW - SPLIT-FACE BY ORCO

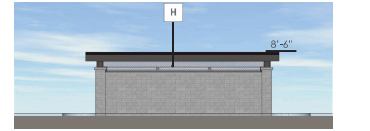
- A** STUCCO
- B** METAL AWNING
- C** GLAZING STOREFRONT & WINDOW
- D** LIGHTING FIXTURE
- E** ROOF EQUIPMENT
- F** METAL PANEL
- G** SPANDREL GLASS WINDOW
- H** METAL MESH AT TRASH ENCLOSURE, COVERING ALL (4) SIDES TO FULLY ENCLOSE ALL THE GAP.



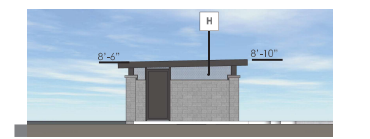
TRASH ENCLOSURE PLAN



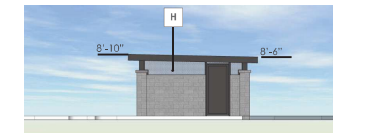
SOUTH ELEVATION



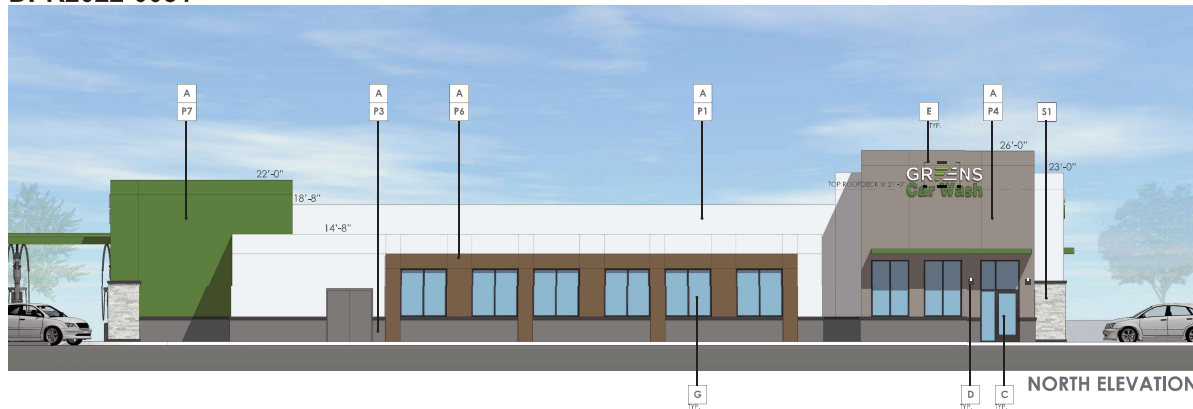
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



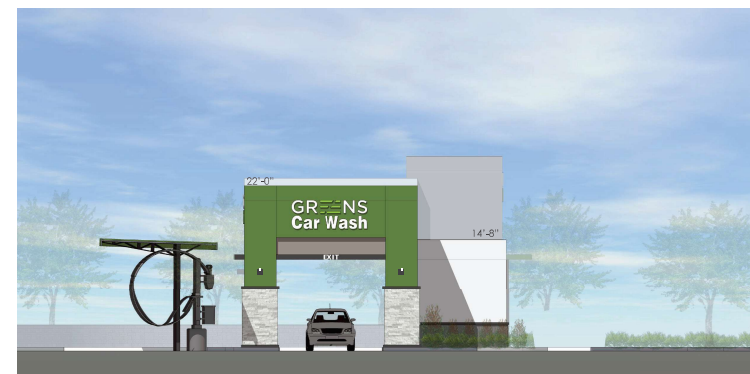
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

NOTE:
ALL SIGNS WILL BE SUBMITTED UNDER SEPARATE CONCEPTUAL SIGN PROGRAM FOR THE PRECISE PLAN APPLICATION PACKAGE FOR REVIEW.

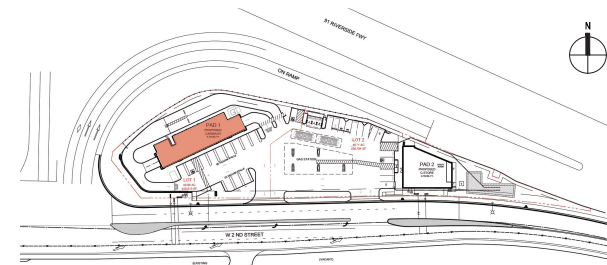


SOUTH ELEVATION - WITH VACUUM CANOPY

COLOR MATERIAL LEGEND

<p>P1 COLOR TO MATCH: DE6372 - LACE VBL BY DUNN EDWARDS</p> <p>P2 COLOR TO MATCH: DE6367 - COVERED IN PLATINUM BY DUNN EDWARDS</p>	<p>P3 COLOR TO MATCH: DE6383 - BANK VAULT BY DUNN EDWARDS</p> <p>P4 COLOR TO MATCH: DE6389 - FALLEN ROCK BY DUNN EDWARDS</p>	<p>P5 COLOR TO MATCH: DE1187 - BLACK BY DUNN EDWARDS</p> <p>P6 COLOR TO MATCH: DE1162 - LOG CABIN BY DUNN EDWARDS</p>	<p>P7 COLOR TO MATCH: P380-7 LUCK OF THE IRISH BY BEHR INTERIOR EXTERIOR COLOR COLLECTION</p> <p>S1 STONE VENEER: EUROPEAN LEDGE - GLACIER BY ELDORADO STONE</p>	<p>S2 CONCRETE BLOCK CMU: NATURE GRAY - LW - SPIFF-FACE BY ORCO</p>
--	--	---	--	--

- A STUCCO
- B METAL AWNING
- C GLAZING STOREFRONT & WINDOW
- D LIGHTING FIXTURE
- E ROOF EQUIPMENT
- F METAL PANEL
- G SPANDREL GLASS WINDOW
- H METAL MESH AT TRASH ENCLOSURE COVERING ALL (4) SIDES TO FULLY ENCLOSE ALL THE GAP



KEY PLAN NOT TO SCALE

GREENS

CORONA FUEL SITE
S2
NEC OF 91 FWY & WEST 2ND STREET, CORONA, CA

COLOR ELEVATIONS - PAD 1

AO Architecture. Design. Relationships.

04

Scale: 1/8" = 1'-0"
Job No.: 2022-755
Date: 2024-07-25

EXHIBIT 7



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

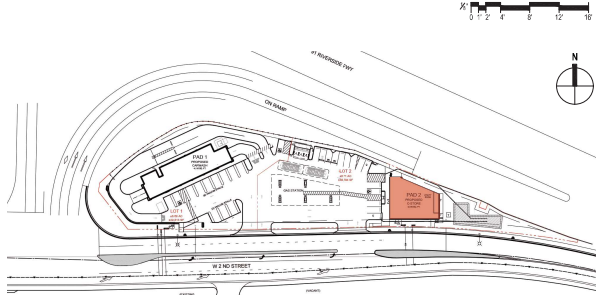
COLOR MATERIAL LEGEND

-  **P1** COLOR TO MATCH: DE6372 - LACE VEIL BY DUNN EDWARDS
-  **P2** COLOR TO MATCH: DE6367 - COVERED IN PLATINUM BY DUNN EDWARDS
-  **P3** COLOR TO MATCH: DE6383 - BANK VAULT BY DUNN EDWARDS
-  **P4** COLOR TO MATCH: DE6389 - FALLEN ROCK BY DUNN EDWARDS
-  **P5** COLOR TO MATCH: DEA187 - BLACK BY DUNN EDWARDS
-  **P6** COLOR TO MATCH: DEA162 - LOG CABIN BY DUNN EDWARDS
-  **P7** COLOR TO MATCH: P380-7 LUCK OF THE IRISH BY BEHR INTERIOR, EXTERIOR COLOR COLLECTION
-  **S1** STONE VENEER: EUROPEAN LEDGE - GLACIER BY ELDORADO STONE
-  **S2** CONCRETE BLOCK CMU: NATURE GRAY - LW - SPLIT-FACE BY ORCO

NOTE:
ALL SIGNS WILL BE SUBMITTED UNDER SEPARATE CONCEPTUAL SIGN PROGRAM FOR THE PRECISE PLAN APPLICATION PACKAGE FOR REVIEW.

GREENS CORONA FUEL SITE
NEC OF 91 FWY & WEST 2ND STREET, CORONA, CA

- A** STUCCO
- B** METAL AWNING
- C** GLAZING STOREFRONT & WINDOW
- D** LIGHTING FIXTURE
- E** ROOF EQUIPMENT
- F** METAL PANEL
- G** SPANDREL GLASS WINDOW
- H** METAL MESH AT TRASH ENCLOSURE, COVERING ALL [4] SIDES TO FULLY ENCLOSE ALL THE GAP



KEY PLAN NOT TO SCALE

COLOR ELEVATIONS - PAD 2



05

Scale 1/8" = 1'-0"
Job No. 2022-755
Date 2024-07-25

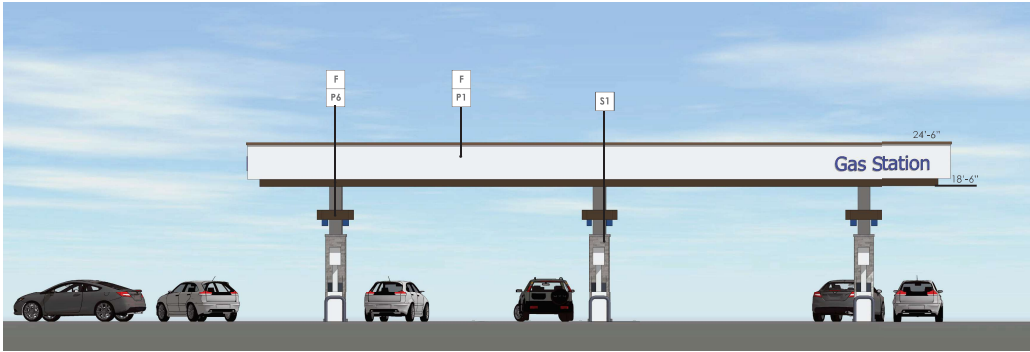


PAD 1

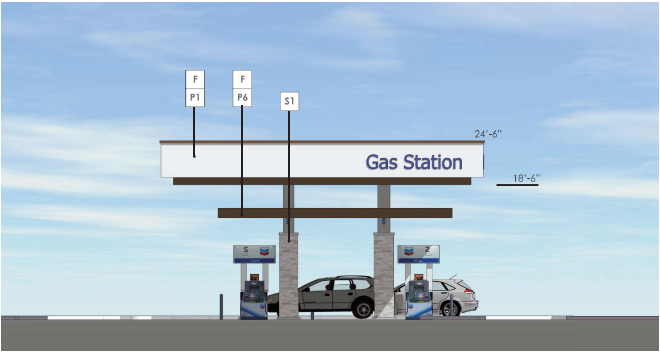
GAS STATION

PAD 2

OVERALL SOUTH ELEVATION



GAS STATION - SOUTH ELEVATION



GAS STATION - WEST ELEVATION



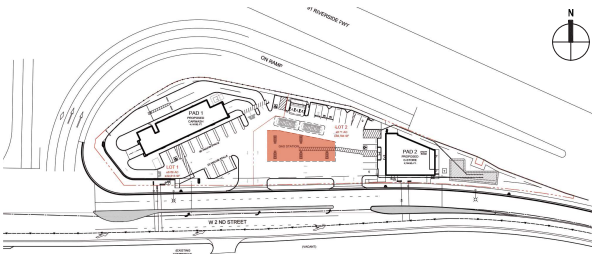
COLOR MATERIAL LEGEND

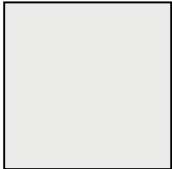
- | | |
|---|--|
| <ul style="list-style-type: none"> P1 COLOR TO MATCH: DE6372 - LACE VEIL BY DUNN EDWARDS P2 COLOR TO MATCH: DE6367 - COVERED IN PLATINUM BY DUNN EDWARDS P3 COLOR TO MATCH: DE6383 - BANK VAULT BY DUNN EDWARDS P4 COLOR TO MATCH: DE6389 - FALLEN ROCK BY DUNN EDWARDS P5 COLOR TO MATCH: DE6187 - BLACK BY DUNN EDWARDS P6 COLOR TO MATCH: DE6162 - LOG CABIN BY DUNN EDWARDS | <ul style="list-style-type: none"> P7 COLOR TO MATCH: P360-7 LUCK OF THE IRISH BY BEHR INTERIOR EXTERIOR COLOR COLLECTION S1 STONE VENEER: EUROPEAN LEDGE - GLACIER BY ELDORADO STONE S2 CONCRETE BLOCK CMU: NATURE GRAY - LW - SPLIFACE BY ORCO A STUCCO B METAL AWNING C GLAZING STOREFRONT & WINDOW D LIGHTING FIXTURE E ROOF EQUIPEMENT F METAL PANEL G SPANDREL GLASS WINDOW H METAL MESH AT TRASH ENCLOSURE, COVERING ALL (4) SIDES TO FULLY ENCLOSE ALL THE GAP |
|---|--|

NOTE:
ALL SIGNS WILL BE SUBMITTED UNDER SEPARATE CONCEPTUAL SIGN PROGRAM FOR THE PRECISE PLAN APPLICATION PACKAGE FOR REVIEW.

GREENS CORONA FUEL SITE
NEC OF 91 FWY & WEST 2ND STREET, CORONA, CA

COLOR ELEVATIONS - GAS STATION





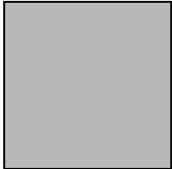
P1 COLOR TO MATCH:
DE6372 - LACE VEIL
BY DUNN EDWARDS



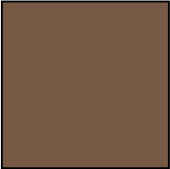
P5 COLOR TO MATCH:
DEA187 - BLACK
BY DUNN EDWARDS



S1 STONE VENEER:
EUROPEAN LEDGE - GLACIER
BY ELDORADO STONE



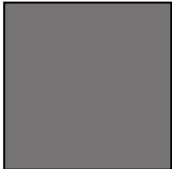
P2 COLOR TO MATCH:
DE6367 - COVERED IN PLATINUM
BY DUNN EDWARDS



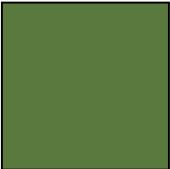
P6 COLOR TO MATCH:
DEA162 - LOG CABIN
BY DUNN EDWARDS



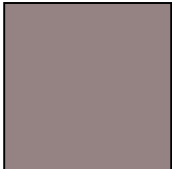
S2 CONCRETE BLOCK CMU:
NATURE GRAY - LW - SPLIT-FACE
BY ORCO



P3 COLOR TO MATCH:
DE6383 - BANK VAULT
BY DUNN EDWARDS

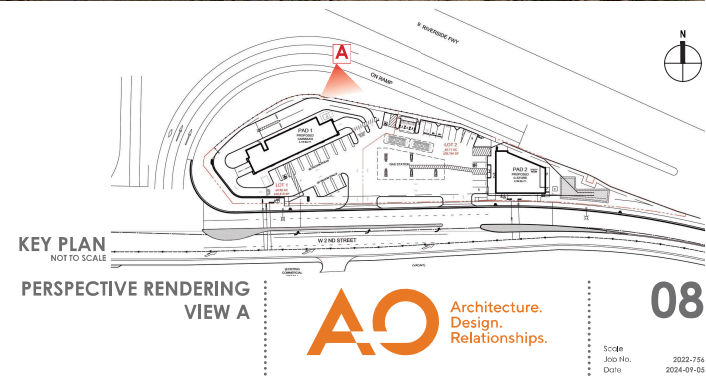


P7 COLOR TO MATCH:
P380-7 LUCK OF THE IRISH
BY BEHR INTERIOR EXTERIOR
COLOR COLLECTION



P4 COLOR TO MATCH:
DE6389 - FALLEN ROCK
BY DUNN EDWARDS

DPR2022-0031



GREENS

CORONA FUEL SITE
NEC OF 91 FWY & WEST 2ND STREET, CORONA, CA

AO Architecture.
Design.
Relationships.

08

Scale
Job No.
Date
2022-755
2024-07-05

DPR2022-0031

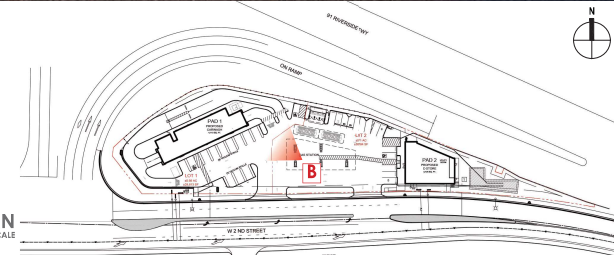


GREENS

CORONA FUEL SITE
NEC OF 91 FWY & WEST 2ND STREET, CORONA, CA

KEY PLAN
NOT TO SCALE

PERSPECTIVE RENDERING
VIEW B



AO Architecture.
Design.
Relationships.

09

Scale
Job No.
Date

2022-755
2024-07-05

DPR2022-0031

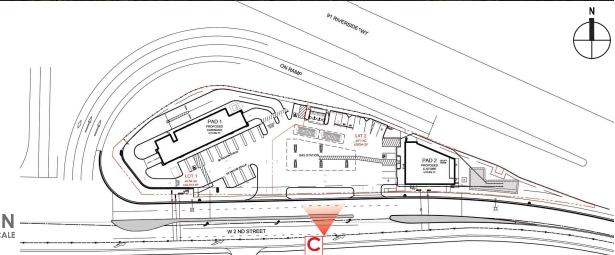


GREENS

CORONA FUEL SITE
NEC OF 91 FWY & WEST 2ND STREET, CORONA, CA

KEY PLAN
NOT TO SCALE

PERSPECTIVE RENDERING
VIEW C



AO Architecture.
Design.
Relationships.

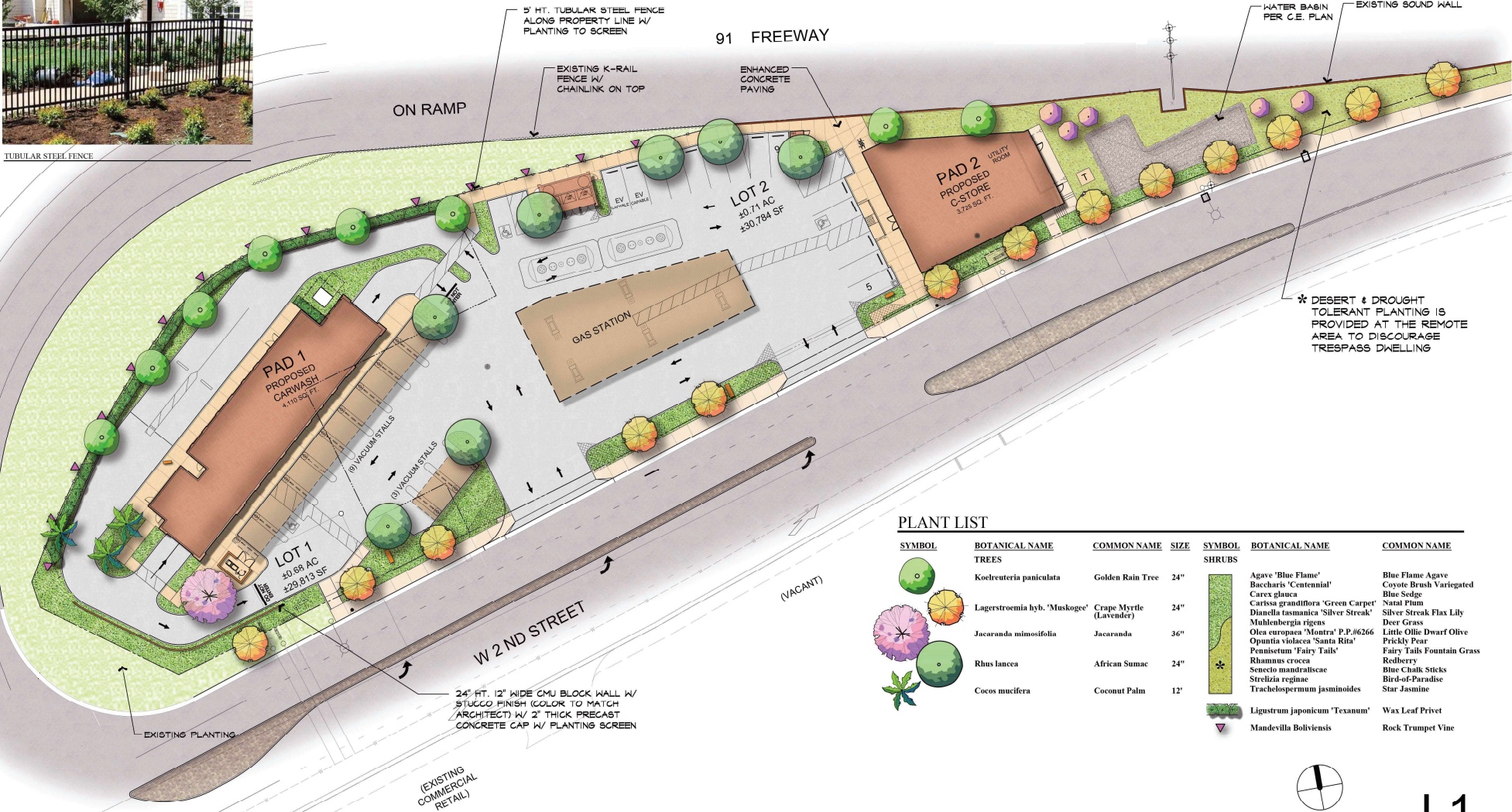
10

Scale
Job No.
Date

2022-755
2024-07-05



TUBULAR STEEL FENCE



* DESERT & DROUGHT TOLERANT PLANTING IS PROVIDED AT THE REMOTE AREA TO DISCOURAGE TRESPASS DWELLING

PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SYMBOL	BOTANICAL NAME	COMMON NAME
TREES						
	<i>Koeleruteria paniculata</i>	Golden Rain Tree	24"			
	<i>Lagerstroemia hyb. 'Muskogee'</i>	Crape Myrtle (Lavender)	24"			
	<i>Jacaranda mimosifolia</i>	Jacaranda	36"			
	<i>Rhus lancea</i>	African Sumac	24"			
	<i>Cocos nucifera</i>	Coconut Palm	12'			
SHRUBS						
	<i>Agave 'Blue Flame'</i>	Blue Flame Agave			<i>Ligustrum japonicum 'Texanum'</i>	Wax Leaf Privet
	<i>Baccharis 'Centennial'</i>	Coyote Brush Variegated			<i>Mandevilla Boliviensis</i>	Rock Trumpet Vine
	<i>Carex glauca</i>	Blue Sedge				
	<i>Carissa grandiflora 'Green Carpet'</i>	Natal Plum				
	<i>Dianella tasmanica 'Silver Streak'</i>	Silver Streak Flax Lily				
	<i>Muhlenbergia rigens</i>	Deer Grass				
	<i>Olea europaea 'Montra' P.P.#6266</i>	Little Olive Dwarf Olive				
	<i>Opuntia violacea 'Santa Rita'</i>	Prickly Pear				
	<i>Pennisetum 'Fairy Tails'</i>	Fairy Tails Fountain Grass				
	<i>Rhamnus crocea</i>	Redberry				
	<i>Senecio mandraliscae</i>	Blue Chalk Sticks				
	<i>Strelitzia reginae</i>	Bird-of-Paradise				
	<i>Trachelopernum jasminoides</i>	Star Jasmine				

RESIDENCES BY GREENS - CORONA 2ND ST - 91 FREEWAY

GREENS

8815 RESEARCH DRIVE, IRVINE, CA 92618
(949) 829-4900

SITE SCAPES
Landscape Architecture & Planning
3180-102 Newport Coast Blvd
Costa Mesa, CA 92626
Phone: (949) 440-2100 FAX: (714) 210-3140

LANDSCAPE PLAN

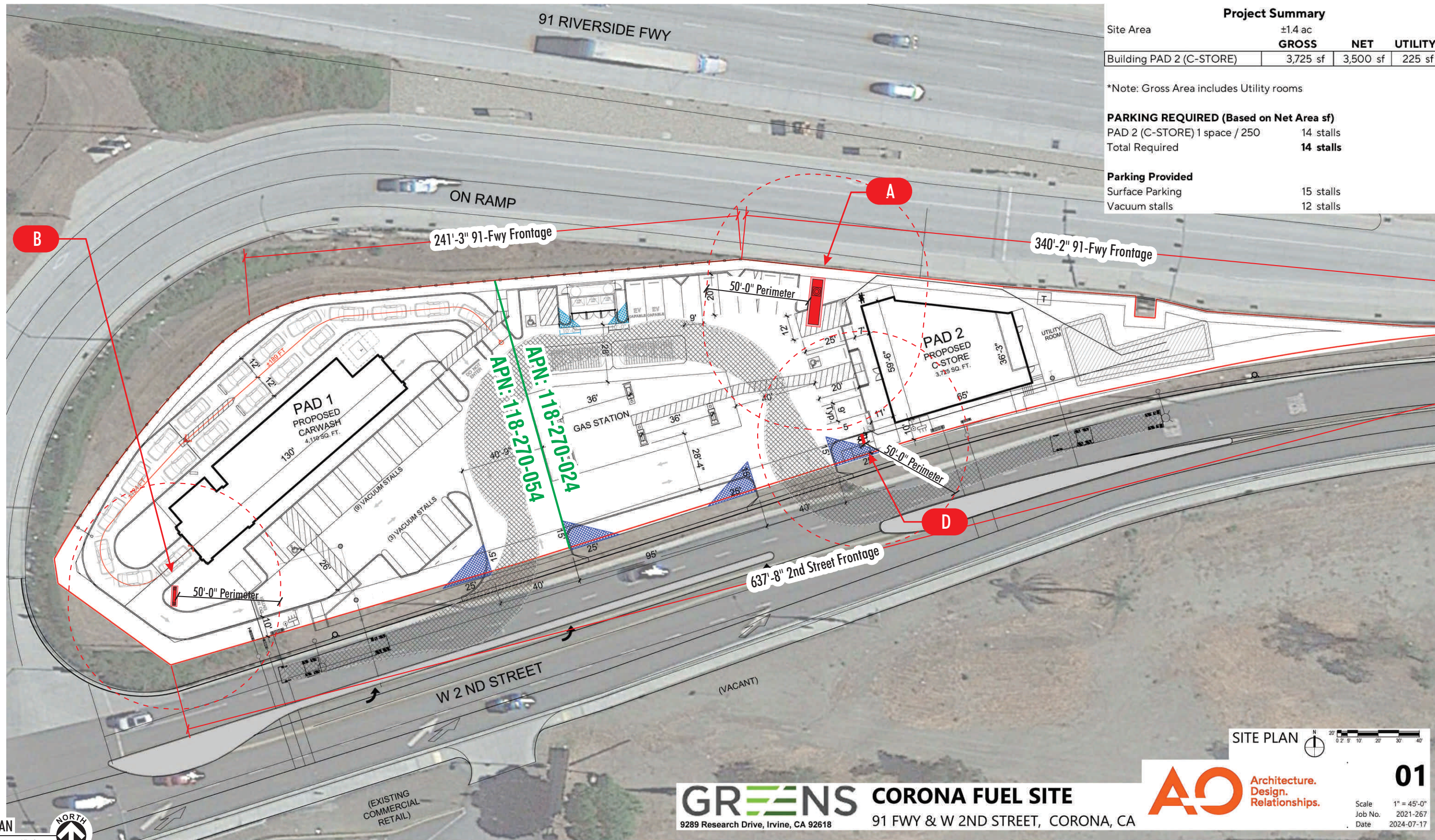


DATE: 08-20-2024
JOB NO.: 22-033

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860



EXHIBIT 8



Project Summary

Site Area	±1.4 ac		
	GROSS	NET	UTILITY*
Building PAD 2 (C-STORE)	3,725 sf	3,500 sf	225 sf

*Note: Gross Area includes Utility rooms

PARKING REQUIRED (Based on Net Area sf)

PAD 2 (C-STORE) 1 space / 250	14 stalls
Total Required	14 stalls

Parking Provided

Surface Parking	15 stalls
Vacuum stalls	12 stalls

1 SITE PLAN
 SCALE: 1" = 45'-0"

SITE PLAN
 0 5 10 20 30 40

GREENS CORONA FUEL SITE
 9289 Research Drive, Irvine, CA 92618 91 FWY & W 2ND STREET, CORONA, CA

AO Architecture. Design. Relationships.
 Scale: 1" = 45'-0"
 Job No.: 2021-267
 Date: 2024-07-17

01

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 5470 WYNN ROAD #600 • LAS VEGAS, NV 89118
 SAN FRANCISCO, CA & SAN DIEGO, CA

Client:
GREENS DEVELOPMENT
 16530 Bake Parkway, 2nd Floor
 Irvine, CA 92618

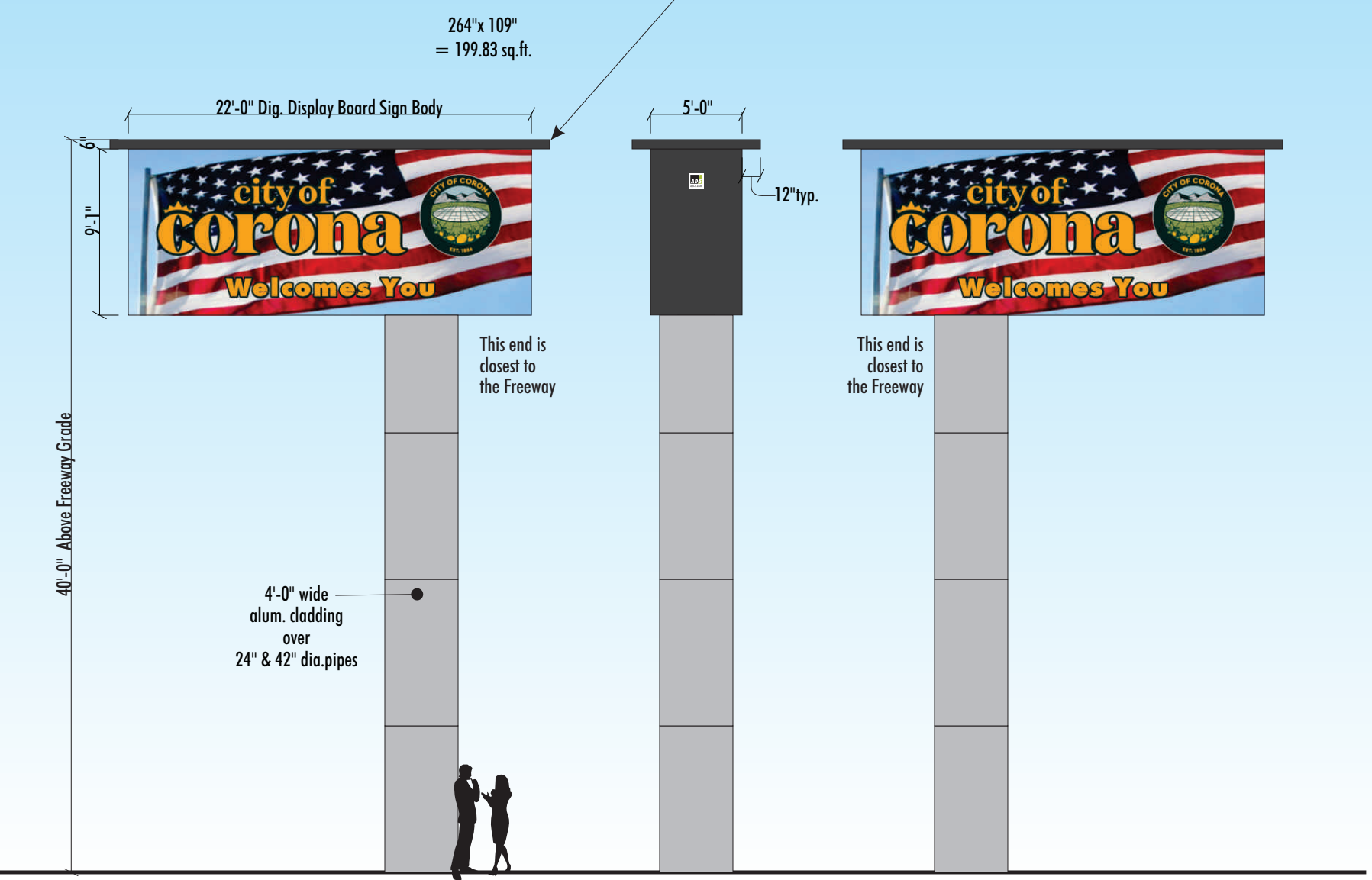
Project:
Corona Fuel Site
 NEC of 91 Fwy & W 2nd St.
 Corona, CA 92882

Revisions:
EXHIBIT 9

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Project No: **QT0010582-R12(conc)** RB/LR/SH
 Date: **2024-09-03**
 Sign Type: **Sign Location Plan**
 Sheet No: **SLP 1.00** 2 of 7

Doubled faced, freeway oriented enterprise sign ("pylon").
 Faces are programmable LED digital display boards.
 Sign height (at top) shall be 40' above freeway deck.



A FRONT VIEW - Fwy Oriented Enterprise Sign EAST FACE END VIEW WEST FACE
 SCALE: 1/8" = 1'-0"

All work shall comply with the 2022 Edition of California Building Standards Codes (a/k/a Title 24 of the California Code of Regulations)

COLOR MATERIAL LEGEND	
	P1 COLOR TO MATCH: DE6372 - LACE VEIL BY DUNN EDWARDS
	P2 COLOR TO MATCH: DE6367 - COVERED IN PLATINUM BY DUNN EDWARDS
	P3 COLOR TO MATCH: DE6383 - BANK VAULT BY DUNN EDWARDS
	P4 COLOR TO MATCH: DE6389 - FALLEN ROCK BY DUNN EDWARDS
	P5 COLOR TO MATCH: DEA187 - BLACK BY DUNN EDWARDS
	P6 COLOR TO MATCH: DEA162 - LOG CABIN BY DUNN EDWARDS
	S1 STONE VENEER: EUROPEAN LEDGE - GLACIER BY ELDORADO STONE
	S2 CONCRETE BLOCK CMU: NATURE GRAY - LW - PRECISION BY ORCO

REQUIREMENTS FOR ELECTRICAL ILLUMINATION:
 PRIMARY ELECTRICAL TO SIGN LOCATIONS TO BE PROVIDED BY OTHERS. A DEDICATED CIRCUIT WITH NO SHARED NEUTRALS AND A GROUND RETURNING TO THE PANEL IS REQUIRED FOR INSTALLATION.
 NOTE: THIS PERTAINS TO THE SIGN'S INTERNAL WIRING ONLY, NOT THE PRIMARY WIRING.
 ALL TRANSFORMERS/DRIVERS/POWER SUPPLIES SHALL BE (GFI) GROUND FAULT-INTERRUPTED.
 ALL SIGNS HAVE:
 - DEDICATED BRANCH CIRCUIT
 - THREE WIRES - LINE, NEUTRAL, & GROUND
 - WIRE SIZE - MINIMUM OF 12 GA. THIN COPPER WIRE
 ALSO NOTE: GAUGE OF WIRE IS DETERMINED BY THE LENGTH OF RUN & AMPERAGE AS PER NEC ARTICLE 300.
 - GROUND WIRE MUST BE CONTINUOUS AND GO FROM THE SIGN TO THE PANELBOARD GROUND BUS.
 - VOLTAGE SHOULD READ NO MORE THAN 3 VOLTS BETWEEN GROUND AND NEUTRAL.
 - CONDUIT CAN NOT BE USED AS GROUND PATH.
 - POWER TO SIGN MUST BE DONE BY A LICENSED ELECTRICIAN OR ELECTRICAL CONTRACTOR.

- This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.
 - The location of the Disconnect Switch after installation shall comply with Article 600.6(A)(1) of the National Electrical Code.

2 Dedicated 1 Amp Circuits at 120/277 Volts

E-Note #1: All requirements not in sign company's scope of work must be in place prior to installation.
E-Note #2: Electrical to be brought to base of sign (by others) and not in sign company's scope of work.
E-Note #3: Timers and/or photocells for signs to be furnished and installed by the customer's electrician, who should also ensure that the completed electrical system is code compliant.

ALL COMPONENTS TO BE APPROVED
ALL SIGNS TO BE LISTED



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 5470 WYNN ROAD #600 • LAS VEGAS, NV 89118
 SAN FRANCISCO, CA & SAN DIEGO, CA

Client:
GREENS DEVELOPMENT
 16530 Bake Parkway, 2nd Floor
 Irvine, CA 92618

Project:
Corona Fuel Site
 NEC of 91 Fwy & W 2nd St.
 Corona, CA 92882

Revisions:

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Project No:	QT0010582-R12(conc)	RB/LR/SH
Date:	2024-09-03	
Sign Type:	A: Parcel Sign (Fwy Oriented)	
Sheet No:	1.00	4 of 7

Qty. One (1) Pylon Sign
 Total Sign Area = 53.50 sq. ft.
 Conceptual Only

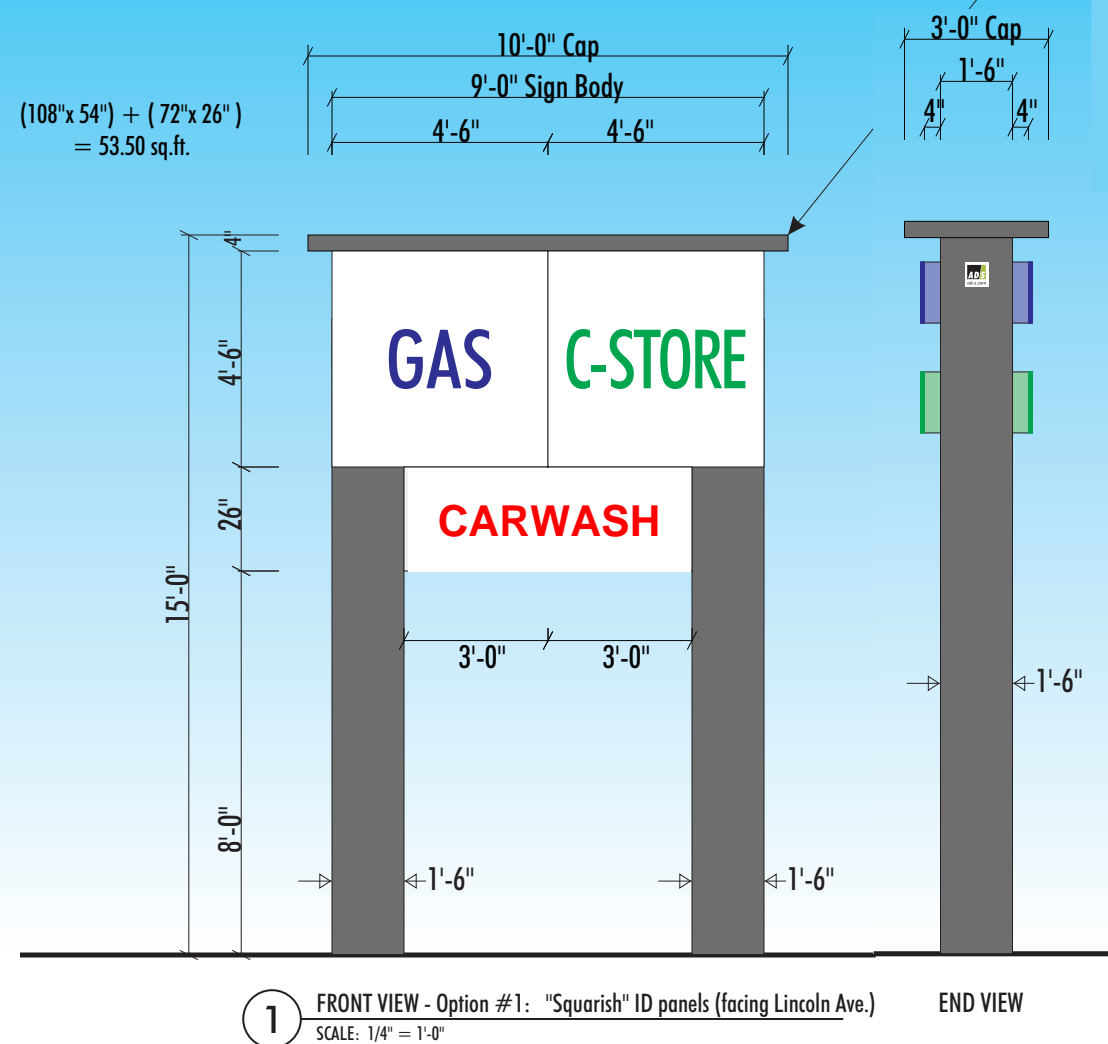
B

Doubled faced pylon

Tenant ID's shall be per national brand standards.

Top two ID panels are flat and shall have face-lit LED illum'd channel letters.

Bottom ID panels are routed alum. faces, backed up with acrylic, internally illum'd.



All work shall comply with the 2022 Edition of California Building Standards Codes (a/k/a Title 24 of the California Code of Regulations)

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E-Note #4: Data Line(s) via fiber optic cable shall run in their own conduit for remote updating of prices.

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 ALL SIGNS TO BE LISTED**



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Client:
GREENS DEVELOPMENT
 16530 Bake Parkway, 2nd Floor
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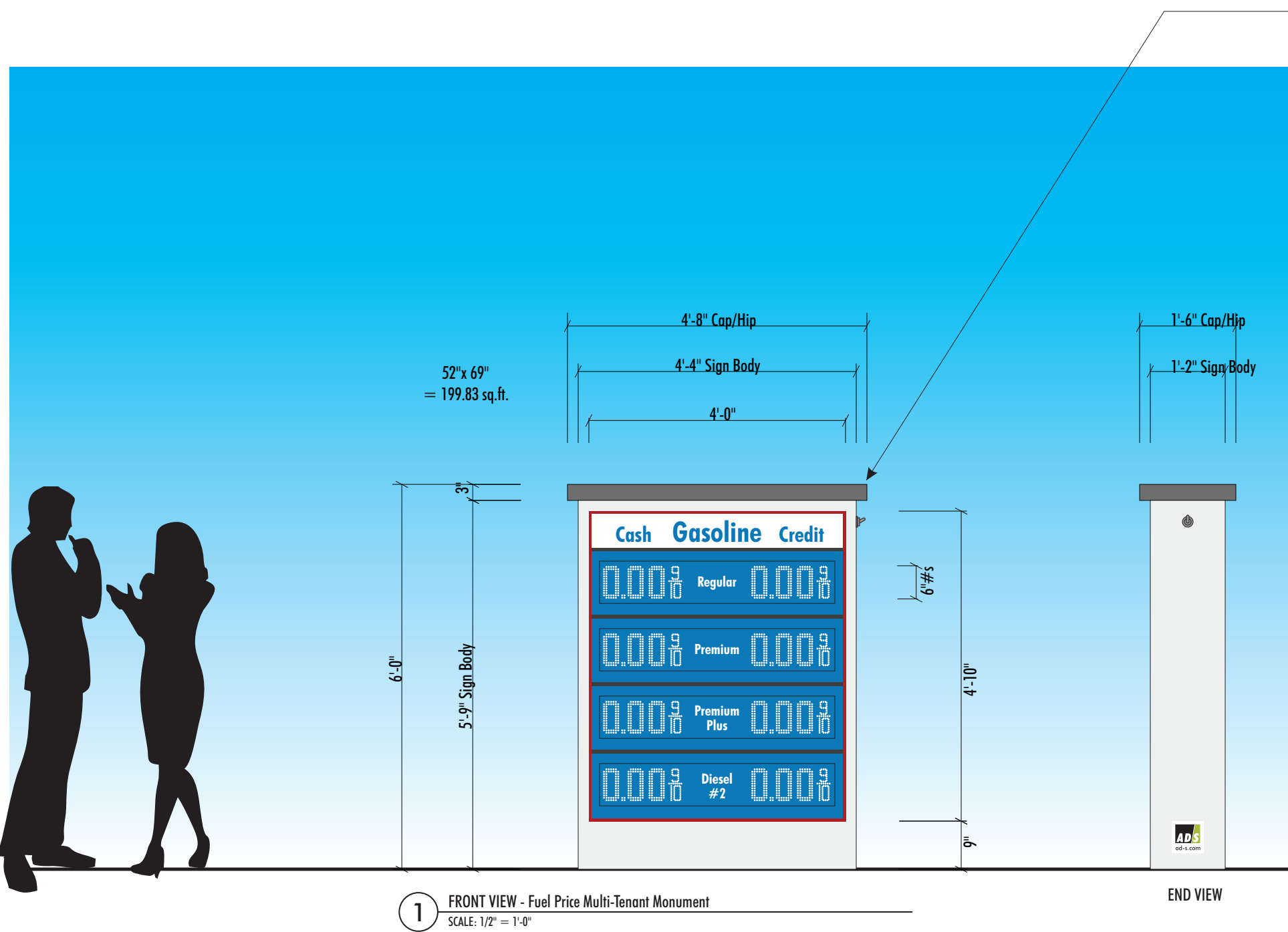
Project:
Corona Fuel Site
 NEC of 91 Fwy & W 2nd St.
 Corona, CA 92882

Revisions:

- △ 1 A
- △
- △

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Project No:	QT0010582-R12(conc)	RB/LR/SH
Date:	2024-09-03	
Sign Type:	B: Parcel Sign	
Sheet No:	2.00	5 of 7



Doubled faced, fuel price monument.

Fuel price modules shall be LED illuminated per national brand standard.

Owner/developer reserves the right to reconfigure sign panels, provided that total sign area is not increased.

All work shall comply with the 2022 Edition of California Building Standards Codes (a/k/a Title 24 of the California Code of Regulations)

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 ALL SIGNS TO BE UL LISTED**



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Client:
GREENS DEVELOPMENT
 16530 Bake Parkway, 2nd Floor
 Irvine, CA 92618

Project:
Corona Fuel Site
 NEC of 91 Fwy & W 2nd St.
 Corona, CA 92882

Revisions:

- 1 A
-
-

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Project No: QT0010582-R12(conc) RB/LR/SH

Date: 2024-09-03

Sign Type: D: Fuel Price Monument

Sheet No: 4.00 7 of 7

2ND STREET GAS STATION DEVELOPMENT PEDESTRIAN CONNECTIVITY

SIGNALIZED CROSSWALK ACROSS 2ND STREET

ALTERNATIVE #1

LEGEND

—————|————— LOCATION OF PROPOSED PROJECT

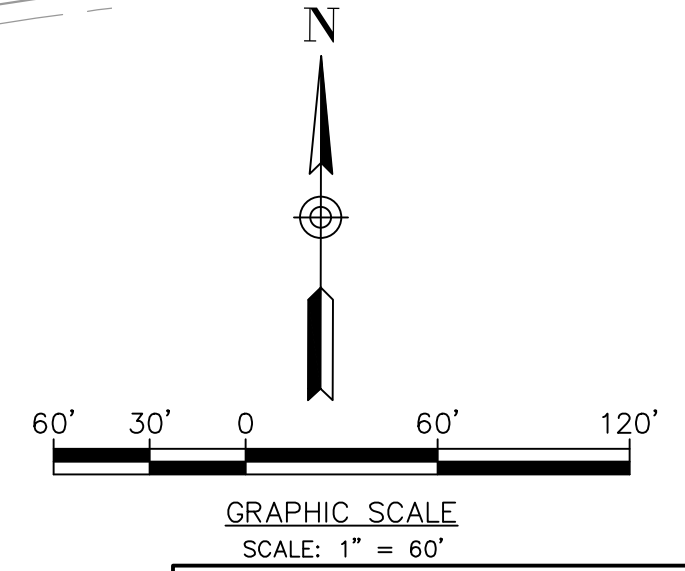
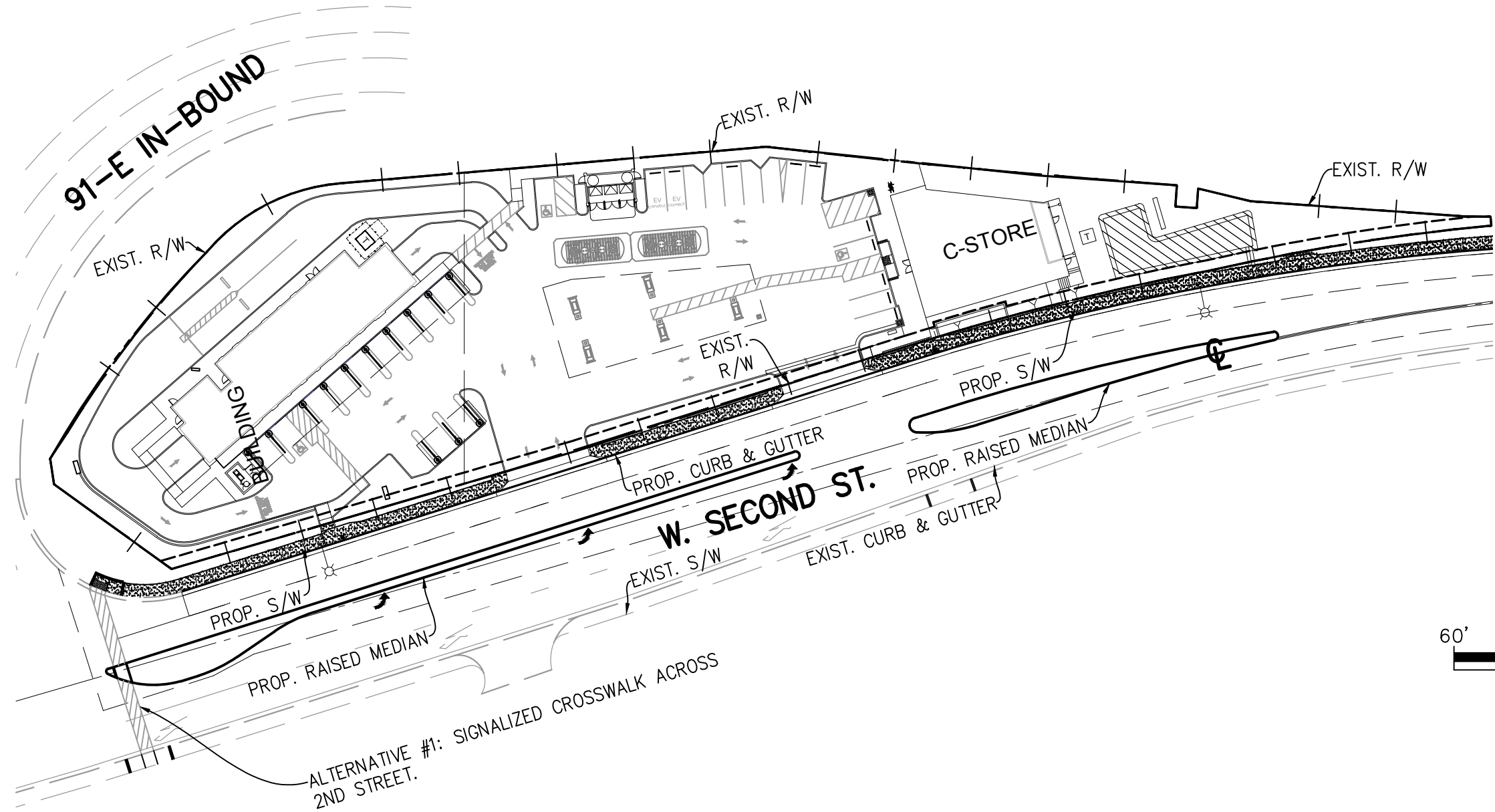


EXHIBIT 10



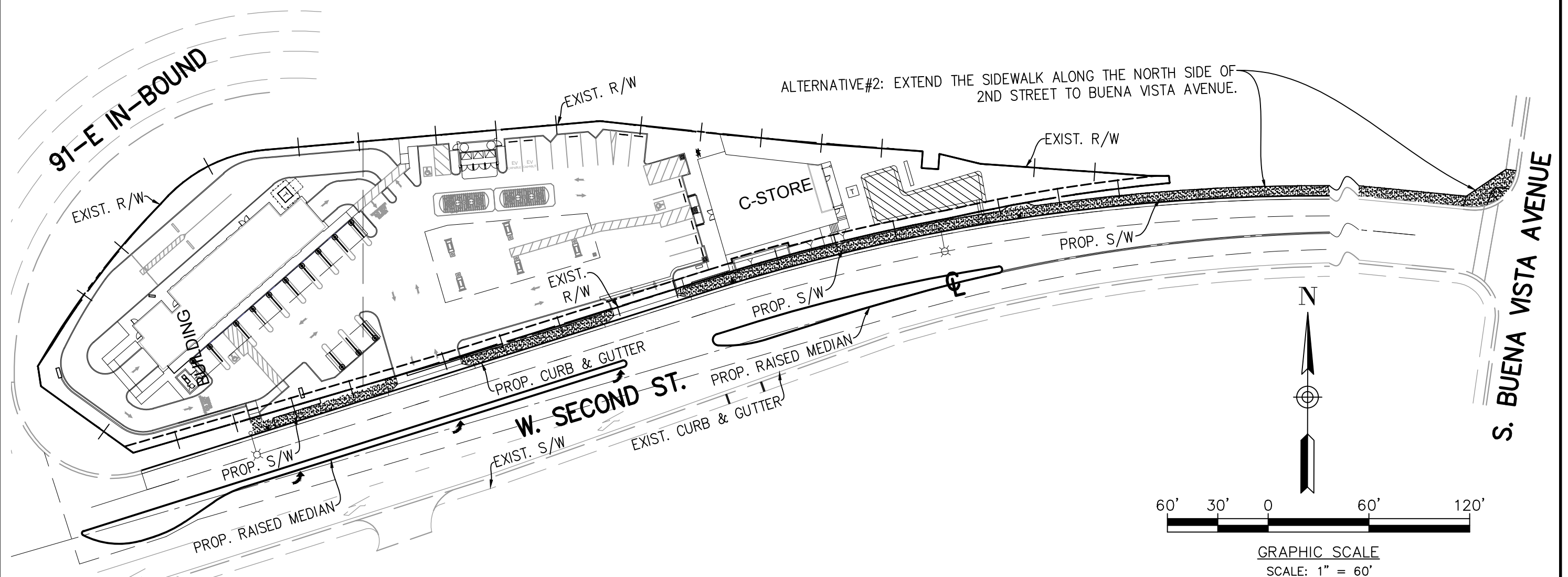
2ND STREET GAS STATION DEVELOPMENT PEDESTRIAN CONNECTIVITY

EXTEND SIDEWALK ALONG THE NORTH SIDE OF STREET TO BUENA VISTA AVENUE

ALTERNATIVE #2

LEGEND

—————|————— LOCATION OF PROPOSED PROJECT



GRAPHIC SCALE
SCALE: 1" = 60'





August 12th, 2024
 City of Corona
 Planning Commission
 400 S Vicentia Ave, Corona, CA

RE: Project Narrative and Response to Planning Commission Concerns

Respected Planning Commissioners,

We appreciate your time and suggestions at the July 8th Planning Commission hearing, and we are pleased to present a revised project which meets all the concerns that were discussed during our hearing.

The revised development proposes a 5 MPD gas station, 3,725 square-foot convenience store, and a standalone carwash facility with a 130-foot tunnel and 11 vacuum stalls.

Here is a summary of the concerns as shared to us by the City of Corona’s Planning Staff and our update/response to each item:

Concern	Response
1. Revise sign program to meet code. Monument sign on 2nd Street should be placed near the east driveway, away from the busier west driveway (distracting, obstruct view for cars existing west driveway).	A revised sign program has been provided to address all the concerns brought up during the hearing. The sign program complies with all City codes, and moved the westerly pylon sign away from the onramp based on Planning Commission’s suggestions
2. Evaluate how commercial and housing projects would impact the traffic flow in area.	A comprehensive Traffic Impact Analysis has been previously conducted, which includes an assessment of cumulative impacts from neighboring commercial and housing developments and has been analyzed by the City’s traffic engineers.
3. Revise trash enclosure to include a mesh covering on all four sides to fully enclose the gap between the block enclosure and cover.	The trash enclosure design has been revised to include a mesh covering on all four sides, ensuring full enclosure.
4. Review potential alternate location for crosswalk (mid-block) or provide signage directing pedestrian to signalized crosswalk to prevent j-walking.	Traffic consultant prepared a memo analyzing three pedestrian access options (onramp, midblock, and Buena Vista). Memo says that mid-block crossing is not safe and creates a false sense of security for pedestrians. Traffic consultant recommends the crosswalk at 2nd St and Buena Vista, because having a crosswalk at the on-ramp and 2nd Street might not be safe because of cars trying to get onto the freeway. Applicant agrees to COA to provide a no crosswalk signage at midblock directing pedestrian to actual crosswalk location. Staff will keep COA for crosswalk at onramp.
5. Evaluate and potentially revise on-site landscaping to discourage homeless encampment/loitering.	Our landscape architect has updated the landscaping plan to incorporate elements that discourage unhoused individuals from loitering. This includes the use of desert plants, rocks, and other materials to deter encampments. We also removed the outdoor seating area on the gas station side.

EXHIBIT 11

6. Have Police Dept comment on the convenience store's location next to the freeway ("beer runs").	We will obtain an ABC license for the facility and can not under any circumstance jeopardize our good standing with the ABC board, as it will affect our several active licenses. We do not sell to minors. Every gas station near this site sells beer and wine. Additionally we would follow the Police Department's recommendations to have adequate onsite lighting, security cameras that record and a FLOCK safety cameras system and granting PD permission to access the cameras.
7. Concern with large tankers blocking driveways and causing queueing issues on 2nd Street.	A truck turn template has been prepared to ensure efficient circulation of fuel tankers on-site. Additionally, fueling operations are scheduled during night-time hours to avoid potential disruptions to daytime customers.
8. Evaluate possible restrictions to design and operations of drive-through that would prevent queuing/spillage of cars into other areas of the site and 2nd Street. Evaluate alternative uses to replace the drive-through use	In response to Planning Commission's feedback about the "end-user", the drive-thru concept has been replaced with a standalone carwash facility. Greens Development will manage and operate the carwash. This use is complementary to the gas station. There will not be any branding or franchising of this facility. The revised site plan excluding the drive-thru and removing 4 of the 14 fueling positions, and replacing it with 10 fueling positions, and a stand-alone car wash results in less traffic to the overall site.
9. Evaluate potentially replacing wrought iron fence with block wall along freeway perimeter.	We prefer to not do a block wall, as it attracts graffiti, and opt to keep the wrought-iron fence as proposed.

We have worked closely with our consultants - architect, civil engineer, landscape architect, environmental consultant, and traffic engineer to revise the site plan and supporting documents. We have developed a viable alternative to the original drive-thru concept, which addresses all concerns from the July 8th Planning Commission hearing. We look forward to presenting to you at the upcoming September 23rd hearing.

Best Regards,



Atman Kadakia
Greens | Managing Principal
16530 Bake Parkway, Suite 200, Irvine, CA 92618
M: (949) 322-1760 | atman.kadakia@greens.com



CITY OF CORONA

ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION FOR THE CORONA C-STORE AND GAS STATION PROJECT

NAME AND DESCRIPTION OF PROJECT:

PP2023-0007: Precise Plan application to review the site plan, architecture, landscaping associate with the development of a 4,110-square-foot automated carwash with 11 vacuum stalls, gas station with five double-sided fuel pumps, and a 3,725-square-foot convenience store on 1.40 acres in the C-3 (General Commercial) zone.

CUP2024-0006: Conditional Use Permit application for a 4,110-square-foot automated carwash with 11 vacuum stalls proposed as part of a commercial development consisting of a gas station and convenience store on 1.40 acres in the C-3 (General Commercial) zone.

PROJECT LOCATION:

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

ENTITY OR PERSON UNDERTAKING PROJECT:

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

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

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

Date: _____

Chair
City of Corona

Date filed with County Clerk: _____

EXHIBIT 12

CITY OF CORONA INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE:

Corona C-Store and Gas Station 2nd Street Development

- Precise Plan 2023-0007 (PP2023-0007) and
- Conditional Use Permit 2024-0006 (CUP2024-0006)

PROJECT LOCATION:

The project site is comprised of two contiguous parcels totaling approximately 1.4 acres, located on the north side of 2nd Street, between the State Route (SR-91) eastbound onramp and Buena Vista Avenue. The assessor's parcel numbers (APN) are 118-027-54 and 118-027-024.

Figure 1: Locational Map



APPLICANT/PROJECT PROPONENT:

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

BACKGROUND:

The project site is comprised of two remnant parcels that were previously developed prior to the SR-91 widening project occurring in 2016. The western parcel is 0.81 acres and was previously developed for commercial purposes. The eastern parcel is 0.59 acres and was previously developed for residential purposes.

On July 8, 2024, the Corona Planning Commission approved General Plan Amendment 2023-0004 (GPA2023-0004) and Change of Zone 2023-0006 (CZ2023-0006) which were land use applications associated with a proposed commercial project on the project site. The project was for a 1,900-square-

foot eating establishment with drive-through services, gas station with seven double-sided pumps (14 pumps total), and a 3,775-square-foot convenience store proposed for project site. The applicant of the project was Greens Development. The project included Precise Plan 2023-0007 (PP202-0007) which was for the review of the site plan, architecture, landscaping, signage and other features of the project. The Commission continued the precise plan proposed by PP2023-0007 to a future Planning and Housing Commission meeting date to allow the applicant time to address concerns related to the project’s drive-through use, traffic, signage, trash enclosure design, landscaping, convenience store, onsite circulation and queuing concerns, and the location of an off-site crosswalk that was required to be constructed as part of the project’s development.

On August 7, 2024, the City Council approved GPA2023-0004 and CZ2023-0006 and adopted a mitigated negative declaration (MND) which was prepared for the project pursuant to the California Environmental Quality Act (CEQA).

Since the adoption of the MND, the applicant has made revisions to the project in response to the public comments that were received at the July 8, 2024 Planning and Housing Commission meeting. The applicant replaced the eating establishment with a 4,110-square-foot automated carwash tunnel with 11 vacuum stalls, reduced the number of fueling pumps associated with the gas station from 14 to 10 pumps, and reduced the size of the convenience store from 3,775 to 3,725 square feet. The original and modified project are summarized in Table 1 below.

Table 1: Original and Modified Project

Original Proposed Project	Modified Project
1,900 square foot eating establishment with a drive-through lane	4,110 square foot automated carwash tunnel with a drive-through lane and 11 vacuum stalls
Gas station with 7 double-sided pumps (14 pumps total)	Gas station with 5 double-sided pumps (10 pumps total)
3,775 square foot convenience store	3,725 square foot convenience store
5,675 total square feet	7,835 total square foot

PURPOSE OF THIS DOCUMENT:

In accordance with CEQA Guidelines Section 15164, this Mitigated Negative Declaration Addendum (“Addendum”) has been prepared in order to identify any potential environmental impacts from implementation of the Modified Project in the City of Corona. The City of Corona is the Lead Agency in the preparation of this Addendum. The City has discretionary authority over the proposed project. The intended use of this document is to identify potential environmental impacts that would occur from implementation of the Modified Project and to provide the basis for input from public agencies, organizations and interested members of the public.

BASIS OF THE ADDENDUM:

CEQA Guidelines Section 15164 allows for the preparation of an Addendum to an adopted MND if “some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent Environmental Impact Report (or MND) have occurred.” CEQA Guidelines Section 15164 identifies the following conditions that would require the preparation of a subsequent MND:

- Substantial changes in the project are proposed which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- Substantial changes occur with respect to the circumstances under which the project is

undertaken which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of MND adoption, shows any of the following:

- The project would have one or more significant effects not discussed in the MND. The project would result in impacts substantially more severe than those disclosed in the MND.

Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative.

- Mitigation measures or alternatives that are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

The Addendum need not be circulated for public review (CEQA Guidelines Section 15164[c]); however, an Addendum must be considered by the decision-making body prior to making a decision on the project (CEQA Guidelines Section 15164[d]). This Addendum to the previously adopted MND demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the previously approved MND remains substantively unchanged despite minor project refinements described herein and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previously approved MND.

PREVIOUSLY APPROVED EXISTING MITIGATION MEASURES:

Below is a listing of mitigation measures provided in the previously approved MND that are relevant to the proposed Modified Project.

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

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

applicable questions.

- Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

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

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

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

Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

MM CUL-4 Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department, Planning Division, immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (PRC Section 5097). The coroner shall contact the Native American Heritage Commission (NAHC) to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the Native American Heritage Commission (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

PROJECT DESCRIPTION FOR MODIFIED PROJECT:

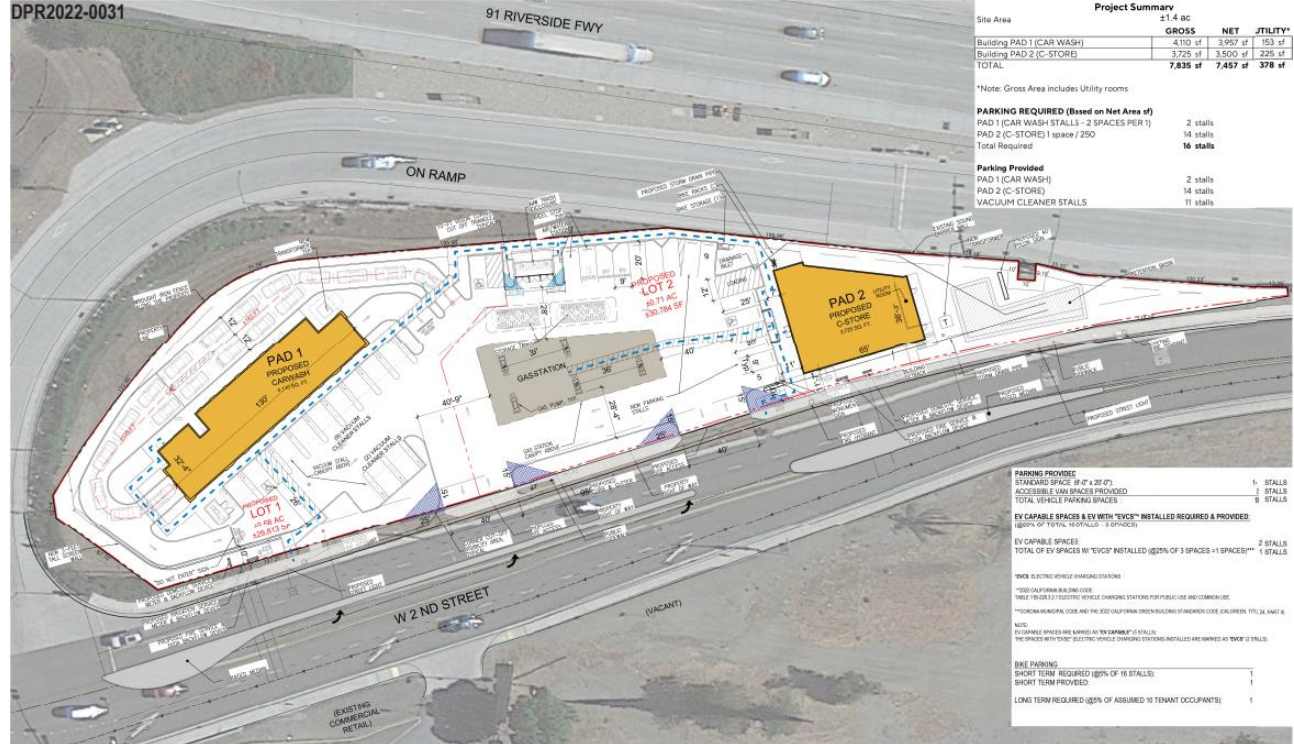
The Modified Project is a commercial development proposed on two vacant contiguous parcels totaling approximately 1.4 acres, located on the north side of 2nd Street, approximately 450 feet west of Buena Vista Avenue. The site borders the south side of State Route 91 (SR-91). The assessor's parcel numbers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

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

- 4,110-square-foot automated carwash tunnel with a drive-through lane with 11 vacuum stalls,
- Gas station with an approximate 4,000-squarae-foot canopy with five double-sided pumps (10 vehicle fueling positions), and
- 3,725-square-foot convenience store.

The Project requires and provides 16 parking spaces on-site, plus a loading space, trash enclosure, and signage. Vehicle access to the project site is provided from 2nd Street via two driveways proposed at the site's south perimeter.

Figure 2: Site Plan of Modified Project



The overall site plan, architecture, landscaping and other features of the development require the approval of a precise plan. The carwash requires the approval of a conditional use permit. The entitlements which the applicant is seeking approval for include:

- Precise Plan 2023-0007 and
- Conditional Use Permit 2024-0006.

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

Per the City's General Plan, the project site is zoned C-3 (General Commercial) and has a General Plan land use designation of General Commercial (GC). The zoning and General Plan designation permit the proposed commercial use.

ENVIRONMENTAL SETTING:

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "...the physical environmental conditions in the vicinity of the project, as they exist at the time the

Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...” (CEQA Guidelines §15125[a]). Because a Notice of Preparation was not required, the environmental setting for the Project is April 11, 2024, which is the date that the Project’s environmental analysis commenced.

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

Site Surroundings: The project site is located on the north side of 2nd Street; it is the only property between Buena Vista Avenue and SR-91 eastbound on-ramp. SR-91 abuts the project site to the north, and beyond the SR-91 to the north are commercial uses and a mobile home park. To the west is the SR-91 on- and off-ramps. To the east is Buena Vista Avenue with multiple family residential uses beyond. To the southeast across 2nd Street is a vacant property zoned R-3. To the southwest across 2nd Street is a commercial retail center zoned C-3. Table 1 shows the on-site and adjacent land uses, General Plan land use designations, and zoning classifications.

Table 2: Land Uses, Existing General Plan Land Use Designations, and Zoning Classifications

Location	Current Land Use	General Plan Land Use/Zoning Designations
Project Site	Vacant Land	General Commercial (GC)/General Commercial (C-3)
North	SR-91 Freeway	N/A
Southeast	Multiple Family Residential	High Density Residential (HDR)/Multiple Family Residential (R-3)
Southwest	Commercial Retail Center	General Commercial (GC)/General Commercial (C-3)
East	Multiple Family Residential	High Density Residential (HDR)/Multiple Family Residential (R-3)
West	Vacant Land	SR-91 Freeway on-ramp

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

GENERAL PLAN \ ZONING:

Per the city’s zoning map and General Plan land use map, the project site is zoned C-3 (General Commercial) and has a General Plan land use designation of General Commercial (GC), respectively. The C-3 zone permits the proposed gas station and convenience store by right and requires the approval of a precise plan. A separate approval of a conditional use permit is required for the carwash. The GC designation permits a range of commercial uses that serve local neighborhoods, the community and visitors. The proposed uses are local serving uses that support the community and visitors alike. Therefore, the project is consistent with the city’s zoning and General Plan. Refer to Figures 3A and 3B.

Figure 3A: Existing Zoning

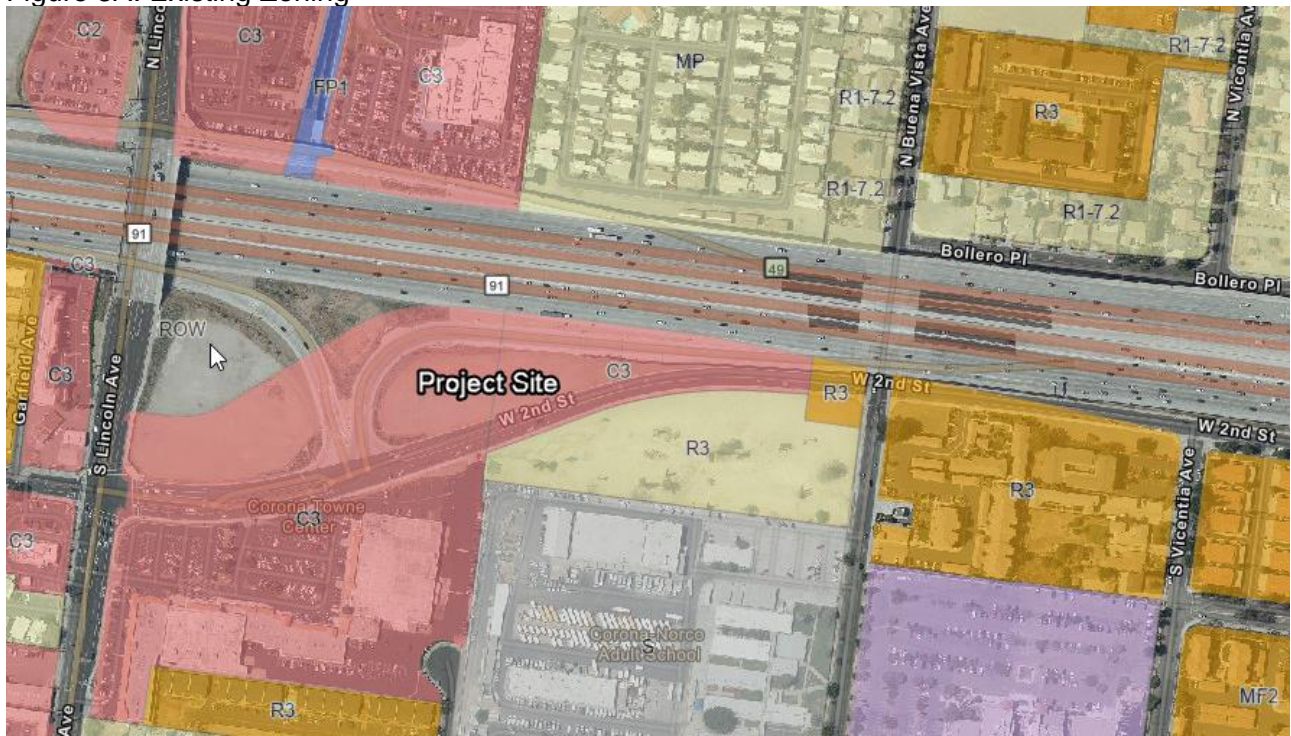


Figure 3B: Existing General Plan Land Use Designation



OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The Project requires the approval from the following agencies:

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

STAFF RECOMMENDATION:

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Date Prepared: August 28, 2024

Prepared By: Sandra Vanian, Planning Manager

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

AGENCY DISTRIBUTION

(check all that apply)

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

UTILITY DISTRIBUTION

Southern California Edison

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

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

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

Discussion:

a.

Previous Adopted MND Finding – No Impact: The previous MND found that the original project would not conflict with the land use plans or policies because the zoning and General Plan designation of the project would permit the proposed commercial uses for the project site.

Addendum Finding – No Impact: The Modified Project would not result in any conflicts with the city’s land use plan or policies because the proposed land uses are permitted by right in the C-3 zone and GC General Plan land use designation. Specifically, the C-3 zone permits the proposed gas station and convenience store by right and requires the review of a precise plan for these types of uses. A separate approval of a conditional use permit is required for the carwash. The GC designation permits a range of commercial uses that serve local neighborhoods, the community and visitors. The proposed uses, including the new carwash, are local serving uses that support the community and visitors alike. Therefore, the Modified Project would not conflict with the city’s land use plans or policies. No impact would occur.

b.

Previous Adopted MND Finding – No Impact: The previous MND found that the original project would not conflict with the surrounding land uses because the project site is located adjacent to the eastbound SR-91 and is near general commercial uses. Furthermore, the existing residential uses located to the east and north are buffered by Buena Vista Avenue and the SR-91, respectively.

Addendum Finding – No Impact: Implementation of the Modified Project would not result in conflicts with the surrounding land uses because the proposed land use remains commercial as previously analyzed in the prior MND. The surrounding land uses consists of commercial and residential uses. Furthermore, the existing residential uses located to the east and north are buffered by Buena Vista Avenue and the SR-91, respectively. No impact would occur.

c.

Previous Adopted MND Finding – No Impact: The previous MND found that the original project would not physically divide the established neighborhood because the project site is located on a vacate site adjacent to the SR-91 and is separated from the surrounding developments by 2nd Street, Buena Vista Avenue and the SR-91 on- and off-ramps. As such, no impacts would occur.

Addendum Finding – No Impact: Implementation of the Modified Project would not increase the potential to physically divide the established neighborhood because the Modified Project is proposed on the same project site that was previously analysis. Therefore, no impacts would occur.

2. POPULATION AND HOUSING:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Induce substantial growth

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Displace substantial numbers of existing housing or people

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

a.

Previous Adopted MND Finding – No Impact: The previous MND found that the project would not induce substantial growth, nor would it displace substantial numbers of existing housing or people because the project site is vacant and is proposed for commercial purposes. Therefore, no impact would occur.

Addendum Finding – No Impact: The project site continues to be vacant and the proposed land use associated with the Modified Project continues to remain commercial. Therefore, the Modified Project would not induce substantial growth or displace substantial numbers of existing housing or people. No impacts would occur.

b.

See discussion under 2a.

3. GEOLOGIC PROBLEMS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Grading of more than 100 cubic yards

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c. Grading in areas over 10% slope

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d. Substantial erosion or loss of topsoil

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e. Unstable soil conditions from grading

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f. Expansive soils

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

a.

Previous Adopted MND Finding – No Impact: Per the previous adopted MND, there are no known active faults crossing or projecting through the site. The site is not located in an Alquist-Priolo earthquake fault zone and thus, ground rupture due to faulting is considered unlikely at this site. The project will be subject to city and county local codes, the latest California Building Code (CBC). Therefore, any potential impacts related to fault/seismic failures would be reduced to less than significant impact and no further mitigation would be necessary.

Addendum Finding – No Impact: The Modified Project would be subject to the same city and county local codes, the latest California Building Code (CBC). Therefore, any potential impacts related to fault/seismic failures would be reduced to less than significant impact and no further mitigation would be necessary. The original “no impact” finding remains unchanged.

b.

Previous Adopted MND Finding – Less Than Significant: Per the previous adopted MND, the project would involve grading more than 100 cubic yards. According to the project’s engineer design team, grading on the project site would cut approximately 3,400 cubic yards, while fill would be approximately 500 cubic yards. The applicant is required to comply with the recommendations and guidelines provided in the Geotechnical Investigation (Sladden Engineering, dated December 2021). The applicant is required to adhere to the city’s grading regulations, ordinances and the grading specifications identified in the soil investigation report to reduce any impacts associated with the grading process, such as frequent watering of the site and cleaning of haul roads. The applicant’s compliance with the above requirements will be ensured upon obtaining grading permits from the city’s Development Services Division, thereby resulting in a less than significant impact and, therefore, no additional mitigation would be required.

Addendum Finding – Less Than Significant: The Modified Project would involve grading more than 100 cubic yards and thus, be subject to the same the recommendations and guidelines provided in the Geotechnical Investigation (Sladden Engineering, dated December 2021) and be required to adhere to the city’s grading regulations, ordinances and the grading specifications identified in the soil investigation report to reduce any impacts associated with the grading process. Therefore, impacts associated with the Modified Project would continue to be less than significant as previously found.

c.

Previous Adopted MND Finding – No Impact: The previous adopted MND determined that the project would not result in any impacts related to grading of over 10% slopes because the project site is located in an area containing relatively flat terrain.

Addendum Finding – No Impact: The “no impact” finding remains unchanged for the Modified Project because there have been no changes to the project site which remains relatively flat terrain.

d.

Previous Adopted MND Finding – No Impact: The previous adopted MND determined that the project would not result in any impacts related to erosion because the project would be subject to the city’s grading regulations established in the Corona Municipal Code as well as a National Pollutant Discharge Elimination System (NPDES) permit and a Storm Water Pollution Prevention Plan (SWPPP) which would be required to address erosion and discharge impacts associated with the proposed on-site grading. Additionally, the project is required to submit a final Water Quality Management Plan (WQMP) which would identify measures to treat and/or limit the entry of contaminants into the storm drain system.

Addendum Finding – No Impact: The “no impact” finding remains unchanged for the Modified Project because the Modified Project continues to be subject to the same requirements to address soil erosion.

e.

See discussion under Section 3d.

f.

Previous Adopted MND Finding – No Impact: The previous adopted MND determined that the project would not result in impacts related to expansive soils, because based on laboratory classification and testing by Sladden Engineering (Geotechnical Investigation report, dated December 2021), the soil onsite is expected to have a low expansion potential. Therefore, no further mitigation is warranted with respect to expansive soils.

Addendum Finding – No Impact: Implementation of the Modified Project would not change the original “no impact” finding because the Modified Project is proposed on the same site that was previously analyzed. There is no expansion proposed to the project site that would require additional soils analysis.

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

Discussion:

a, b, c, d, e, and h.

Previous Adopted MND Finding – Less than Significant Impact: The previous MND found that the project would result in a less than significant impact as it relates to violating water quality standards/waste discharge requirements, depleting ground water supplies altering the existing drainage patterns, increasing flooding hazards, degrading the surface or groundwater quality, and exceeding capacity of storm water drainage systems.

Addendum Finding – Less than Significant Impact: The Modified Project is proposed on the same site that was previously analyzed and the proposed use remains commercial. There is no expansion to the project site that requires additional analysis. Therefore, implementation of the Modified Project would result in the same level of impact to these areas of concern.

f and g.

Previous Adopted MND Finding – No Impact: The previous MND determined that the project would result in no impacts as it relates to flooding. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the project site is not within the 100-year or 500-year flood hazard areas. Development of the project site will not result in a flooding hazard, nor will it expose the site and surrounding area to flooding.

Addendum Finding – No Impact: The Modified Project is proposed on the same site that was previously analyzed. There is no expansion to the project site that requires additional analysis. Therefore, implementation of the Modified Project would result in the same level of impact to these areas of concern.

5. AIR QUALITY:

Potentially Significant Impact Potentially Significant Unless Mitigation Incorporated Less than Significant Impact No Impact

- a. Conflict with air quality plan
- b. Violate air quality standard
- c. Net increase of any criteria pollutant
- d. Expose sensitive receptors to pollutants
- e. Create objectionable odors

Discussion:

a.
Previous Adopted MND Finding – No Impact: The previous MND determined that the project would not conflict with the South Coast Air Quality Management District’s (SCAQMD) Air Quality Management Plan.

Addendum Finding – No Impact: Per the project’s updated C-Store Gas Station Air Quality, Global Climate Change, and Energy Impact Analysis (Gaddini Group, dated July 26, 2024), the Modified Project would not conflict with SCAQMD’s Air Quality Management Plan. The project would comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. For localized emissions, the project would not exceed applicable localized significance thresholds (LSTs) established by the SCAQMD. Therefore, implementation of the Modified Project would result in no impacts.

b and c.

Previous Adopted MND Finding – Less Than Significant Impact: The previous MND determined that the project would result in a less than significant regional construction and operational related air quality impacts.

Addendum Finding – Less Than Significant Impact: Per the project’s updated C-Store Gas Station Air Quality, Global Climate Change, and Energy Impact Analysis (Gaddini Group, dated July 26, 2024), none of the Modified Project’s construction and operation related emissions would exceed the regional thresholds established by the SCAQMD. Therefore, implementation of the Modified Project would result in a less than significant impact. The project’s construction and operational related pollutant emissions impacts are summarized in Tables 5-A and 5-B.

**TABLE 5-A
 Construction-Related Regional Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO ₂	PM10	PM2.5
Maximum Daily Emissions ¹	10.20	22.50	18.40	0.07	5.68	2.66
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.26.

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

Source: Air Quality & Global Climate Change, and Energy Impact Analysis (Gandini Group, Inc, July 26, 2024)

**Table 5-B:
Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	7.39	8.01	69.90	0.18	15.70	4.07
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2022.1.1.26; the higher of either summer or winter emissions.

Source: Air Quality & Global Climate Change, and Energy Impact Analysis (Ganddini Group, Inc, July 26, 2024)

d.

Previous Adopted MND Finding – Less Than Significant Impact: The previous MND determined that the project would not result in the exposure of sensitive receptors to pollutants. The nearest sensitive receptors near the project site include multiple family residential uses located approximately 460 feet southeast, 570 feet south, and 781 feet west; a mobile home park located approximately 327 feet southwest and 315 feet north; a high school located approximately 327 feet southeast, and a transient lodging use (motel) located approximately 645 feet west of the project site. Per the air quality analysis, none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant impact would occur and no mitigation was warranted.

Addendum Finding – Less Than Significant Impact: The proposed Modified Project would not expose sensitive receptors to pollutants because the Modified Project would be subject to the same rules and regulations established by the SCAQMD during the construction phase of the project. Also, the Modified Project’s pollutant emissions would not exceed the established regional pollutant emissions thresholds during the construction and operational phase of the Modified Project, as shown in Tables 5-A and 5-B. Therefore, impacts would be less than significant

e.

Previous Adopted MND Finding – No Impact: The previous MND determined that the project’s short-term (construction) and long-term (operational) activities would result in no odor impacts.

Addendum Finding – Less Than Significant Impact: The Modified Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Modified Project’s (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Modified Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

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

Discussion:

The following discussions contain information on the original traffic study that was prepared for the original project to provide background information and context for the Modified Project. An updated analysis was prepared for the Modified Project which is also discussed in this section.

Original Project Traffic Impact Analysis

A Traffic Impact Analysis (TIA) was prepared for the original project by Trames Solutions, Inc. (dated July 28, 2023, revised March 18, 2024) to evaluate the traffic impacts of the original project. Figure 5 shows the study areas that were included in the TIA. The study areas included the following:

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

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

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

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6. SR-91 Eastbound, east of Lincoln Avenue

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

Figure 4: Site Plan

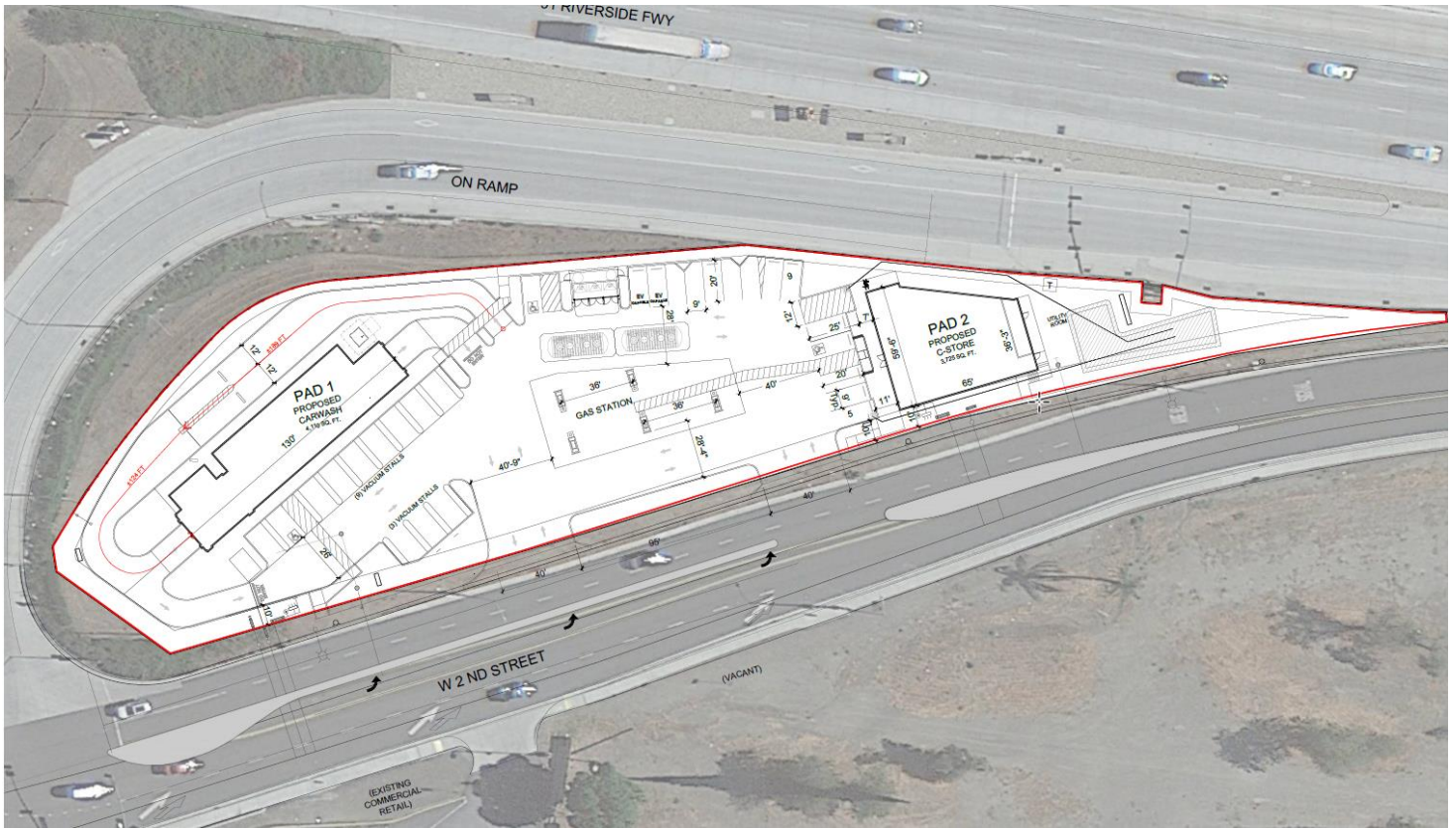
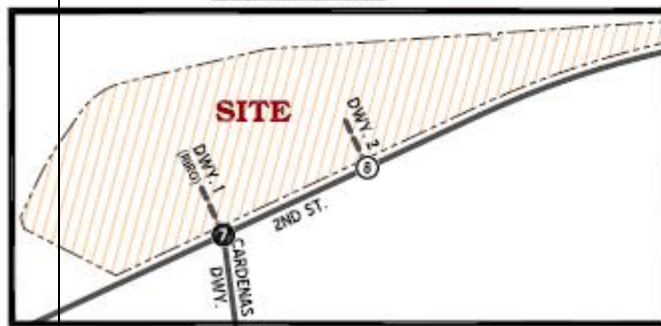





Figure 5: Study Areas



ON-SITE STUDY AREA



LEGEND:

-  = EXISTING INTERSECTION ANALYSIS LOCATION
-  = FUTURE INTERSECTION ANALYSIS LOCATION
-  = FUTURE ROADWAY / PROJECT DRIVEWAY
- (R/O) = RIGHT-IN/RIGHT-OUT ACCESS ONLY



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

Table 6-A: Project Trip Generation Summary

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

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

Table 6-B: Cumulative Trip Generation Summary

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

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

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

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

Existing Traffic Conditions Plus Ambient Growth, Project Traffic, And Cumulative Traffic: The existing traffic conditions for the study intersections plus ambient growth, original project traffic and cumulative traffic are anticipated to operate at an acceptable LOS D or above during the peak hours. The existing traffic conditions for the study freeway ramps plus original project traffic and cumulative traffic are anticipated to operate at an acceptable LOS D or above during the peak hours. The study freeway segments plus original project traffic and cumulative traffic are anticipated to operate at an acceptable LOS D or above during the peak hours.

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

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

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

Modified Project Traffic Impact Analysis

A supplemental Corona C-Store Trip Generation/Pedestrian Access Evaluation was prepared by Trames Solutions (dated September 5, 2024) to evaluate the Modified Project. The proposed Modified Project with the carwash and fewer fueling positions would generate 413 fewer trips per day, with 67 fewer trips in the AM peak hour and 14 fewer trips in the PM peak hour.

Trames Solutions also evaluated three potential crosswalk locations on 2nd Street to provide pedestrian access to the project site. These included the following:

- Option 1 – Sidewalk to Buena Vista Avenue
- Option 2 – Mid-Block Crossing on 2nd Street
- Option 3 (original option) – 2nd Street/SR-91

Under Option 1, a sidewalk would be constructed between the project site and Buena Vista Avenue to the east. This would allow pedestrians to use the existing crosswalk at the existing stop-controlled intersection at 2nd Street/Buena Vista Avenue and access the project site on the north side of 2nd Street. Trames Solutions recommended this solution as it would allow for a safer crossing of 2nd Street for pedestrians to access the site because vehicles would be stopped at the intersection to allow pedestrians to cross the street.

Under Option 2, an uncontrolled painted/lighted crosswalk on 2nd Street between the project site and Buena Vista Avenue would be installed to allow pedestrians to cross 2nd Street in an uncontrolled, marked crosswalk. Trames Solutions did not recommend this option because it would provide a false sense of security for pedestrians to believe that an oncoming vehicle

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will stop. The distance between the SR-91 on/off ramp and Buena Vista Avenue is about 1,100 feet. Since the crossing would be located between these two intersections, the relatively short distance to either intersection may not allow appropriate time for pedestrians to cross. Furthermore, a horizontal curve along 2nd Street exists in the vicinity of the crossing area and could reduce the visibility of drivers to pedestrians.

Option 3 was originally required by the city for the original project and evaluated in the prior MND. The applicant is in discussions with Caltrans to determine the feasibility of having this crosswalk in their facility. This crosswalk remains as a condition of approval with Option 1 as an alternative location for pedestrians to access the site.

Table 6-C: Project Trip Generation Summary

Land Use	ITE Code	Quantity ¹		Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
PREVIOUS PROPOSED PROJECT										
Fast-Food Restaurant w/ Drive-Through Window <i>- Pass-By (AM 49%; PM 50%)</i>	934	1.9	TSF	43	42	85	33	30	63	888
				-21	-21	-42	-16	-16	-32	-451
Convenience Store/Gas Station - GFA (2-4k) <i>- Pass-By (AM 62%; PM 56%)</i>	945	14	VFP	112	112	224	129	129	258	3,712
				-70	-70	-140	-72	-72	-144	-2,072
TOTAL TRIPS				64	63	127	74	71	145	2,077
CURRENTLY PROPOSED PROJECT										
Convenience Store/Gas Station - GFA (2-4k) <i>- Pass-By (AM 62%; PM 56%)</i>	945	10	VFP	80	80	160	92	92	184	2,651
				-50	-50	-100	-52	-51	-103	-1,484
Automated Car Wash <i>Pass-By Reduction (PM:35%)²</i>	Data	1	Wash Tunnel	Nom	Nom	Nom	39	38	77	765
				Nom	Nom	Nom	(14)	(13)	(27)	(268)
TOTAL TRIPS				30	30	60	65	66	131	1,664
NET DIFFERENCE (CURRENT-PREVIOUS)				-34	-33	-67	-9	-5	-14	-413

¹ TSF = Thousand Square Feet; FT = Feet Nom = Nominal

² Pass-By Reduction Rate based on ITE 11th Edition Handbook and surveys at Lightning Express Car Wash 17111 Hawthorne Blvd., Lawndale, CA

a.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not conflict with programs, plans, or ordinances that support transit services, bicycle lanes, sidewalks, and trails, because the required street improvements for 2nd Street associated with the original project would be designed in accordance with all applicable engineering standards relating to vehicle traffic, bicycles, pedestrian safety, line of site, and other design criteria. Furthermore, the Project is not proposing any improvements that would conflict with the existing public transit service lines in the immediate vicinity or any future transit route in the area. Therefore, the original project would not conflict with programs, plans or ordinances that support the City’s transit services.

Addendum Finding – No Impact: A Corona C-Store Trip Generation/Pedestrian Access Evaluation was prepared by Trames Solutions (dated September 5, 2024) to evaluate the revisions made the project (i.e., Modified Project). The Modified Project would be subject to the same roadway improvements on 2nd Street that were originally required for the original project. Therefore, the level of impact would remain the same as previously identified in the adopted MND. Therefore, no additional mitigation is required.

b.

Previous Adopted MND Finding – No Impact: Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHG emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines that became effective on July 1, 2020, and requires that Vehicle Miles Traveled (VMT) be evaluated for impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for its evaluation.

The City of Corona Vehicle Miles Traveled (VMT) Analysis Guidelines lists screening thresholds to determine if land use projects would require a VMT assessment. The City’s Guidelines also provide criteria for projects that could screen out of further analysis and would be considered to have a less-than significant impact on VMT. If a Project meets one of the criteria

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below, it is considered to have a less than significant impact on VMT and does not require further analysis.

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

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

The prior MND determined that the original project meets Screening Criteria 1 and 2, because the Project's total floor area is only 5,650 square feet and the project site is located within the City's TPA. As such, a VMT analysis was not required for the original project, as the Projects' VMT impacts are presumably less than significant. Therefore, no mitigation was warranted.

Addendum Finding – No Impact: The Modified Project meets the Screening Criteria 1 and 2, because the Modified Project's total floor area is less than 50,000 square feet and the project site is located within the City's TPA. As such, a VMT analysis was not required as the Modified Projects' VMT impacts are presumably less than significant.

c

Previous Adopted MND Finding – Less Than Significant Impact: As discussed in Section 6b, the City of Corona Vehicle Miles Traveled (VMT) Analysis Guidelines lists screening thresholds to determine if land use projects would require a VMT assessment. The City's Guidelines also provide criteria for projects that could screen out of further analysis and would be considered to have a less-than significant impact on VMT. The original project is located within a TPA and would serve the local community; thus the original project did not require further VMT analysis. As such, impacts related to VMT, including total daily VMT per service population, would be less than significant and no mitigation was warranted.

Addendum Finding – Less Than Significant Impact: As previously discussed, the Modified Project meets the Screening Criteria 1 and 2, because the Modified Project's total floor area is less than 50,000 square feet and the project site is located within the City's TPA. As such, a VMT analysis was not required as the Modified Projects' VMT impacts are presumably less than significant.

d.

See discussion under 6c.

e.

Previous Adopted MND Finding – No Impact: The closest airport is Corona Municipal Airport which is approximately 1.3 miles northwest of the project site. As illustrated in the Riverside County Airport Land Use Compatibility Plan for Corona Municipal Airport, the project site is not located within any land use compatibility zones. As such, the prior MND determined that the original project would not obstruct or change air traffic patterns. There would be no impacts, and thus, no mitigation was warranted.

Addendum Finding – No Impact: The level impact in this area remains the same as originally identified in the prior MND for the Modified Project because the project site has not changed and continues to be outside of any land use compatibility zones. As such, no impacts are anticipated, and no mitigation is warranted.

f.

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

Additionally, the original project was required to install a pedestrian crosswalk across 2nd Street at the intersection of 2nd Street

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

Furthermore, per the TIA (dated March 18, 2024), at buildout year 2040, the intersection at Project Driveway #2 and 2nd Street was projected to meet traffic signal warrants. However, due to intersection spacing considerations, the TIA recommended that this intersection be stop signed controlled since it is anticipated to operate at an acceptable LOS D or above as a cross-street stop-controlled intersection. The TIA also recommended the following improvements to improve circulation:

- Construct 2nd Street to its ultimate half-section width as a secondary 4-lane roadway from the westerly project boundary to the easterly project boundary.
- Construct a raised median along 2nd Street from the SR-91 on/off ramp to Project Driveway #2.
- Provide stop sign control at the project driveways.
- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.
- Verify that minimum sight distance is provided at the project driveways.

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

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

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

Addendum Finding – Less Than Significant Impact: The Modified Project would be subject to the same roadway improvements identified in the prior MND and will be conditioned accordingly. Furthermore, two additional crosswalk locations were evaluated in the Corona C-Store Trip Generation/Pedestrian Access Evaluation (Trames Solutions, dated September 5, 2024). These included the following:

- Option 1 – Sidewalk to Buena Vista Avenue
- Option 2 – Mid-Block Crossing on 2nd Street
- Option 3 (original option) – 2nd Street/SR-91

As previously discussed, Option 2 was not recommended by Trames Solutions. Option 3 was originally required for the original project and evaluated in the prior MND. This crosswalk remains as a condition of approval with Option 1 as an alternative location for pedestrians to access the site.

Therefore, the level of impact associated with traffic hazards from design features would remain the same and no mitigation is warranted.

g.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not result in impacts related to emergency access because the project would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

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

As described above, operation of the original project would also not result in inadequate emergency access. Direct access to the project site would be provided from 2nd Street. The driveways and on-site circulation constructed by the project would be

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evaluated through the City’s permitting procedures to meet the City’s design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Corona Fire Department (CFD) would review the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Addendum Finding – No Impact: The Modified Project would be subject to the same existing safety regulations such as the California Building Code and Fire Code (as integrated into the City’s Municipal Code) to ensure that it would not result in inadequate emergency access. Construction activities associated with the Modified Project would also be subject to the city’s grading regulations. The Modified Project has been reviewed by the applicable city departments including Building, Fire, and Traffic to ensure that the project has adequate access and on-site circulation. Therefore, the level of impact remains the same as originally determined in the prior MND and no mitigation is warranted.

h.

See discussions under Sections 7a-g.

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

Discussion:

a.

Previous Adopted MND Finding – No Impact: The City of Corona participates in the Multiple Species Habitat Conservation Plan (MSHCP) which is a habitat conservation plan for Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The project site is located within the MSHCP area. However, the project site is not within any MSHCP designated Criteria Areas or Subunits. The project site is also not located within plan-defined areas requiring surveys for criteria area species, narrow endemic species, amphibian species, or mammalian species, including burrowing owl. The Project Applicant is required to pay applicable mitigation fees related to the MSHCP. This fee will be used to acquire and preserve vegetation communities and natural areas, which are known to support these sensitive species. Therefore, the prior MND found that development of the original project is not anticipated to have impacts to endangered species or habit and further mitigation is required.

Addendum Finding – Less Than Significant Impact: The Modified Project would be subject to the same mitigation fees related the MSHCP. Therefore, the level of impact remains the same as previously identified in the prior MND and no mitigation is required.

b.

Previous Adopted MND Finding – No Impact: Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as “lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year. The project site is comprised of two remnant parcels that were previously developed for commercial and residential purposes prior to the SR-91 widening project occurring in 2016. Furthermore, the project site is located in a development area surrounded by a freeway, roadways, and commercial and residential developments. The project site vacant and does not contain trees, shrubs, fresh water sources or wetlands. Therefore, the prior MND determined that development of the original project would result in no impacts to riparian habitat or sensitive natural communities, and no mitigation was warranted.

Addendum Finding – Less Than Significant Impact: The “no impact” finding remains the same with development of the Modified Project because the project proposes no expansion to the previously analyzed project site. The proposed use continues to be for commercial purposes, and the layout is generally the same as before. Therefore, no impacts are anticipated, and no mitigation is required.

c.

See discussion under 7b.

d.

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

Addendum Finding – No Impact: The “no impact” finding remains the same with development of the Modified Project as there has been no expansion to the originally analyzed project site that would require additional analysis. There have been no trees or landscaping installed on the site since the adoption of the prior MND that could potentially support wildlife or migratory species.

e.

See discussion under 7a.

f.

See discussion under 7a.

8. MINERAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Loss of mineral resource or recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

a.

Previous Adopted MND Finding – No Impact: The previous MND determined that the project would result in no impacts to mineral resources because, per Figure 4.2 of the 2020-2040 General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resources site.

Addendum Finding – No Impact: The project site is not located in an oil, gas or mineral resources site. Therefore, implementation of the Modified Project would not change the level of impact previously determined in the adopted MND.

9. HAZARDS AND HAZARDOUS MATERIALS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Transport, use or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Risk of accidental release of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Located on hazardous materials site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with Airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair emergency response plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Increase risk of wildland fires	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion:				
a.				
Previous Adopted MND Finding – Less Than Significant Impact: The previous MND determined that the original project would result in a less than significant impacts related to transporting or accidental release of hazardous materials.				
Addendum Finding – Less Than Significant Impact: Implementation of the Modified Project would not change the previous “less than significant finding” determination because the Modified Project would not increase the potential for significant impacts regarding the transport, use and disposal of hazardous materials. The construction operations associated with the proposed Modified Project could involve the handling of incidental amounts of hazardous substances, such as fuel and oil. Additionally, long-term maintenance activities of the onsite landscaping could involve the use of pesticides. The avoid pubic exposure to hazardous materials, the Modified Project would be subject to local, state and federal laws and regulations regarding the handling and storage of hazardous materials. This would reduce the potential impact of creating a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials to less than significant. Compared to the original project, the Modified Project would result in the same level of impact previously determined.				
b.				
See discussion under 9a.				
c.				
Previous Adopted MND Finding – Less Than Significant Impact: The nearest school to the Project site is Orange Grove High School located approximately 140 feet southeast of the Project site. The previous MND determined that the original project would not emit hazardous emissions within 0.25 miles of an existing of proposed school.				
Addendum Finding – Less Than Significant Impact: Construction of the Modified Project would involve the use, storage and disposal of small amounts of hazardous materials on the Project site. The operations of the commercial development would also involve the use of small hazardous materials related to the maintenance of the buildings, landscaping and other features of the site. The use of these hazardous materials would be limited and used and disposed of in compliance with				

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federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards.

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

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

d.

See discussion under 9a.

e.

Previous Adopted MND Finding – No Impact: The closest airport is the Corona Municipal Airport, which is approximately 1.3 miles northwest of the Project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone. The previous MND determined that the original project would not conflict with the ALUCP.

Addendum Finding – No Impact: The Modified Project would not increase potential airport related hazards to the Corona Municipal Airport. The project would occur in the same general area and would not be within an airport influence area. Compared to the original project, the Modified Project would result in the same level of impact.

f.

Previous Adopted MND Finding – No Impact: The previous MND found that the construction and operation of the original project would not impair the implementation of emergency response plans or evaluation plans.

Addendum Finding – No Impact: The proposed Modified Project would not increase impacts associated with conflicts with adopted emergency plans. The Modified Project would not increase the population in the City because the Modified Project is a commercial development. The construction activities for the Modified Project would not involve any activities that would physically impair or interfere with emergency response plans for the project site. During construction, there could be the potential for temporary lane closures to allow for utility connections and traffic improvements. The temporary lane closures would be for a short period of time and would not interfere with emergency response plans. Additionally, the construction activities for the project would be coordinated with the City, which would identify if traffic controls are needed to maintain emergency response plans. With compliance with City traffic control requirements, potential construction impacts with emergency response plans would be less than significant. Compared to the previously adopted /MND, implementation of the Modified Project would result in the same level of impact in regard to potential conflicts with emergency response plans or evacuation plans for the area.

g.

Previous Adopted MND Finding – No Impact: The previous MND determined that the original project was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks.

Addendum Finding – No Impact: The Modified Project would not increase potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire. As defined in Chapter 3.36 of the Corona Municipal Code, "High Fire Risk Area" applies to any property currently within the City or subsequently annexed into the City, which is also located within or immediately adjacent to the Cleveland National Forest, as well as the urban/wildland interface area approximately 1.5 miles in width running parallel to the boundary of the Cleveland National Forest from the Orange County line to the Indian Truck Trail turnoff on Interstate 15. The project site is not located in close proximity to the Cleveland National Forest nor is it considered an area that can be described as a wildland area. The project site is an infill site located adjacent to the SR-91 freeway and in an urbanized area. Due to the urbanized nature of the surrounding area, the proposed development would not be considered at high risk for fire hazards. Furthermore, all development within the City is required to comply with all fire code requirements associated with adequate fire access, fire flows, and number of hydrants. Compared to the previously adopted MND, the Modified Project would result in the same level of fire hazard impacts.

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

Discussion:

a.

Previous Adopted MND Finding – Less Than Significant Impact: A Noise Memorandum for the original project was prepared by Ganddini Group, dated April 24, 2023 to analyze construction noise impacts associated with the original project. The prior MND determined that the original project would not result in adverse construction noise impacts or long-term operation noise impacts that would exceed local noise standards.

Addendum Finding – No Impact: A Focused Noise Study was prepared for the Modified Project by Ganddini Group, dated August 20, 2024. The following discusses the Modified Project’s potential short-term and long-term noise impacts.

Short-term (Construction) Noise Impact

Construction of the Modified Project would include preparation, grading, paving, building, construction and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase which has the potential to create the highest levels of noise. Construction of the Modified Project is anticipated to last approximately 8 months. Therefore, construction would be short-term and, but can be reduced to a less than significant level by the city’s Municipal Code. Per CMC Chapter 17.84, construction activities are prohibited between the hours of 8:00 p.m. to 7:00 a.m. Monday through Saturday, and 6:00 p.m. to 10:00 a.m. on Sundays and Federal holidays. This will prevent nuisance noise impacts during sensitive time periods for the neighboring commercial and business park properties. Therefore, no noise mitigation is required of the applicant.

Long-term (Operational) Noise Impacts

Long-term noise impacts associated with the project would be generated from parking lot noise (car engines, doors closing and opening), mechanical HVAC equipment, the carwash drying system associated with the carwash tunnel, and the vacuum systems associated with the 11 vacuum stalls. The project is subject to the City’s noise standards for stationary noise under CMC Section 17.84.040(C). The stationary noise standards are shown in Table 10-A. The criteria is dependent upon the zoning of the receiving land use and the zoning of the source land use. If the receiving and source land uses are located in two different zones, then the standard of the lower standard applies. Furthermore, if the ambient noise level exceeds the resulting standards, the ambient shall be the standard.

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

Table 10-A: City of Corona Stationary Noise Standards

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

Operational noise associated with the Modified Project is not anticipated to be impactful to the surrounding sensitive receptors because the project site is separated from the sensitive receptors by distance and structures (i.e., buildings) which would help to minimize noise emitted from the project site. All mechanical units will be placed either indoors or on the rooftop behind parapet walls which would help to minimize noise. Also, noise associated with the commercial uses would be minimized by the adjacent freeway noise because of the elevated ambient noise levels due to its location adjacent to SR-91.

As shown in Table 10-B, the Modified Project would not violate the City’s stationary noise standards and therefore, would not result in a significant noise impact. No mitigation is required.

Figure 5: Noise Measurement Location:



Legend
 ⊕ Noise Measurement Location
 NM 1
 ST NM Short-Term Noise Measurement
 LT NM Long-Term Noise Measurement

Table 10-B: Project Compliance with Adjusted Stationary Noise Standards

Receptor	Zoning	Noise Levels (dBA, Leq)				
		Applicable Standard (Day/Night) ¹	Measured Ambient Noise Level ² (Day/Night)	Adjusted Standard ³ (Day/Night)	Peak Hour Modeled Project Operational Noise ⁴	Exceeds Applicable Stationary Noise Standard? (Day/Night)
1	Commercial	65/60	68.6/59.3	68.6/60	36.4	No/No
2	Commercial	65/60	68.8/59.3	68.8/60	57.8	No/No
3	Commercial	65/60	72.4/59.3	72.4/60	56.8	No/No
4	Residential	55/50	71.8/59.3	71.8/59.3	58.2	No/No
5	Residential	55/50	70.2/59.3	70.2/59.3	60.4	No/No
6	School	55/50	65.5/59.3	65.5/59.3	53.6	No/No
7	Residential	55/50	65.4/59.3	65.4/59.3	48.4	No/No
8	Residential	55/50	70.3/59.3	70.3/59.3	38.9	No/No

Notes:

- Standards per Section 17.84.040 of the Corona Municipal Code (Refer to Table 10-A).
- Ambient noise levels due to the elevated noise levels in the area.
- Per Section 17.84.040(C)(2)(a) of the Corona Municipal Code, if the ambient noise level exceeds the resulting standards, the ambient noise level shall be the standard. Therefore, the noise standard for daytime and nighttime hours shown in this column have been adjusted to reflect the ambient noise level where the ambient noise level exceeds the noise standard in the CMC.
- See Figure 6.

Figure 6: Project Operational Noise Levels



- b.
See discussion under 10a.
- c.
See discussion under 10a.

d.
See discussion under 10a.

e.

Previous Adopted MND Finding – No Impact: The closest airport is the Corona Municipal Airport, which is approximately 1.3 miles northwest of the Project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone. The previous MND determined that the original project would not conflict with the ALUCP.

Addendum Finding – No Impact: The Modified Project would not increase potential airport related hazards to the Corona Municipal Airport. The project would occur in the same general area and would not be within an airport influence area. Compared to the original project, the Modified Project would result in the same level of impact.

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

Discussion:

a.

Previous Adopted MND Finding – No Impact: The Corona Fire Department (CFD), Station 2 will provide all emergency and medical aid calls to the project site. Fire Station 2 is located at 225 E. Harrison Street, approximately 0.92-mile from the project site, and is equipped with a paramedic fire engine company, a paramedic fire truck company, a water tender, and a reserve fire engine. A total of two, eight-person suppression crews staff the fire station 24 hours a day. Average response time to the project site is estimated to be approximately five minutes including travel time and turn-out time. Therefore, the prior MND determined that response times to the project site would not be impacted, and the project would not require the construction of new fire protection facilities.

Addendum Finding – No Impact: The Modified Project would result in the same “no impact” finding as the project site remains the same size as before and the intended use remains commercial. The project’s anticipated impact to fire protection would remain unchanged.

b.

Previous Adopted MND Finding – No Impact: The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 200 employees, including officers and support staff and is stationed at 730 Corporation Yard Way which is approximately 0.5 miles from the project site. The City’s police patrol officers work assigned zones throughout the city; therefore, officers responding to the project site can come from either the city’s police station or from their assigned zone while on patrol. Therefore, the prior MND determined that the original project would not impact police services and would not require the construction of new police protection facilities.

Addendum Finding – No Impact: The Modified Project would result in the same “no impact” finding as the project site remains the same size as before and the intended use remains commercial. The project’s anticipated impact to police

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services would remain unchanged.

c.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not impact school services because the project is a commercial development which would not generate student enrollment in the Corona Norco Unified School District. As part of the development impact fees, the project applicant is required to pay school fees based on the square footage of the project at the time of building permits issuance. Therefore, with the required school fee payment to the school district, no additional mitigation was necessary.

Addendum Finding – No Impact: The Modified Project would result in the same “no impact” finding because the project continues to be for commercial use and the project applicant will be required to pay school fees as noted above. Therefore, no mitigation is required.

d.

Previous Adopted MND Finding – No Impact: To offset the project’s potential impact on existing city services, such as streets, parks, library services, police and fire services, the project applicant is required by Corona Municipal Code Chapter 16.23 to pay the adopted development impact fees that are in effect at the time of building permit issuance to offset the added services and infrastructure demands resulting from this project. Therefore, the prior MND determined no additional mitigation is warranted beyond the requirement to pay development impact fees.

Addendum Finding – No Impact: The Modified Project would result in the same “no impact” finding because the project applicant will be required to pay the applicable development impact fees as noted above. Therefore, no mitigation is required.

e.

See discussion under 11.d.

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

Discussion:

a.

Previous Adopted MND Finding – Less than significant impact: The prior MND determined that the original project would result in a less than significant impact as it pertains to exceeding wastewater treatment requirements.

Addendum Finding – Less than significant impact: The Modified Project would in the same level of impact as previously determined because, all projects are required by the City's Utilities Department to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the Utilities Department and Riverside County Department of Health Services and will be reviewed by the Utilities Department during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.

b.

See discussion under 12a.

c.

Previous Adopted MND Finding – Less than significant impact: Per the Hydrology And Hydraulics Study (Woodward Group, May 2024) that was prepared for the original project, the site's main drainage pattern will be similar to the existing condition. The original project would not result in the construction of new water and wastewater treatment facilities. Therefore, impacts to water and wastewater treatment facilities would be less than significant.

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

In the pre-development condition, the project site is expected to discharge 22,687 cubic feet of drainage. In post-development condition, the project site is expected to discharge 26,137 cubic feet of drainage. The pre/post difference is 3,450 cubic feet of drainage. The infiltration volume capacity is 3,567 cubic feet, which is sufficient to accommodate the difference of 3,450 cubic feet of drainage. Therefore, the Modified Project's impact to storm drains would be less than significant and no mitigation is required.

d.

Previous Adopted MND Finding – Less than significant impact: A preliminary water quality management plan (WQMP, Woodward Group, revised May 25, 2024) was prepared to evaluate the original project. The prior MND determined that the project would not violate a water quality management plan. Impacts would be less than significant.

Addendum Finding – Less than significant impact: An updated preliminary water quality management plan (WQMP, Woodward Group, revised August 12, 2024) was prepared the project to evaluate the Modified Project. Per the preliminary WQMP, the site currently drains to the southeast corner of the lot and into a city-maintained storm water system. The Modified Project intends to maintain the same drainage pattern. Storm water from the site will be treated by an infiltration trench that is proposed at the southeast corner of the site which will be designed to mimic and exceed the site's existing infiltration capacity. All flows exceeding the design capture volume will be released from the site and flow into 2nd Street through a parkway drain. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

The Modified Project would connect to the 12-inch sewer line in West 2nd Street. As required for all projects by the City's Utilities Department, the project is required to construct or guarantee the construction of all necessary public water and sewer

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facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the Utilities Department and Riverside County Department of Health Services and will be reviewed by the Utilities Department during the plan check process. Thus, impacts would be less than significant

e.

See discussion under 12a.

f.

Previous Adopted MND Finding – Less than significant impact: Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, the prior MND determined that the original project would result in less than significant impacts to landfills and no mitigation is required.

Addendum Finding – Less than significant impact: Implementation of the Modified Project would result in the same level of impact because, and as discussed above, there is adequate capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, the Modified Project would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Compared to the original project, the Modified Project would result in the same level of impact as it pertains to landfills.

g.

Previous Adopted MND Finding – Less than significant impact: The prior MND determined that the project would result in less than significant impact related to potential conflicts with solid waste regulations, because the project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the project would be required comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation.

Addendum Finding – Less than significant impact: Implementation of the Modified Project would result in a less than significant impact related to potential conflicts with solid waste regulations because the Modified Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the project would be required comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation.

13 AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Degrade visual character of site & surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Light or glare	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- d. Scenic resources (forest land, historic buildings within state scenic highway)

Discussion:

a.

Previous Adopted MND Finding – Less than significant impact: According to Figure CD-1 (Scenic Corridors) of the City’s General Plan (2020-2040), the project site is not adjacent to any local or state designated scenic corridor. However, I-15 and SR-91 are designated as “State Eligible Scenic Corridors”. The prior MND determined that the project’s impacts to a scenic vista or highway would be less than significant because the project would be designed per the development standards established by the Corona Municipal Code for the C-3 zone. Also, the project’s architecture would be developed in a manner that is aesthetically compatible with its surrounding area, including details relating to architecture and landscaping. The proposed project would provide paved driveway accesses, screen fencing and landscaping around the perimeters of the property and short screen wall at the drive through lane to buffer vehicle headlights light from nearby drivers.

Addendum Finding – Less than significant impact: The Modified Project would not increase the potential to substantially impact scenic resources or corridors or degrade the visual character of the site and surroundings because the Modified Project is located on the same site that was previously analyzed. The Modified Project would be subject to the C-3 zone development standards. The overall design of the project, including the new freeway sign with the electronic message center, would be reviewed through the city’s precise plan process to ensure compliance with the applicable standards and that the architecture of the commercial buildings are developed in a manner that is aesthetically compatible with its surrounding area, including details relating to architecture and landscaping. Therefore, compared to the original project, the Modified Project would result in the same level of impacts to scenic highways.

b.

See discussion under 13.a.

Figure 7: Conceptual Landscape Plan



RESIDENCES BY GREENS - CORONA 2ND ST - 91 FREEWAY
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 8815 RESEARCH DRIVE, IRVINE, CA 92618
 (949) 829-4900

SITESCAPES
 Landscape Architecture & Planning
 144 NORTH ORANGE ST., ORANGE, CA 92666
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LANDSCAPE PLAN
 DATE: 08-20-2024
 JOB NO.: 22-033
L1
AO ARCHITECTS
 Architecture, Design, Relationships.
 144 NORTH ORANGE ST., ORANGE, CA 92666
 (714) 639-9860

c.

Previous Adopted MND Finding – Less than significant impact: The prior MND determined that the project’s impacts to light and glare would be less than significant because the project site is located in a developed area with existing ambient lighting. The area contains existing street light poles along both sides of 2nd Street, lighting from the commercial center parking lot located to the south of the project site, and lighting (light poles and vehicle headlights) along the SR-91 freeway. Additionally, the project is subject to CMC Section 17.84.070, which requires all areas of exterior lighting shall be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. There are no residential uses located immediately next to the project site.

Addendum Finding – Less than significant impact: The Modified Project would not increase the potential to substantially create more glare than the original project because the Modified Project is located on the same site that was previously analyzed. The site is surrounded by ambient lighting, and the Modified Project would be subject to CMC Section 17.84.070, which requires all areas of exterior lighting shall be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. There are no residential uses located immediately next to the project site. Compared to the original project, the Modified Project would result in the same level of light and glare impacts.

d.

Previous Adopted MND Finding – Less than significant impact: The prior MND determined that the project site would not result in impacts to scenic resources because the project site is not located adjacent to any forest lands or historic buildings within scenic highways. While SR-91 is a designated “State Eligible Scenic Corridors”, the project’s design and site features including screen walls and perimeter landscaping as discussed under 13.a, will enhance the aesthetic of the site in a manner that will not detract from the SR-91.

Addendum Finding – Less than significant impact: The Modified Project would not increase the potential to substantially impact scenic resources because the Modified Project is proposed on the same site that was previously analyzed. As such, the site is not located adjacent to any forest lands or historic buildings within scenic highways. While SR-91 is a designated “State Eligible Scenic Corridors”, the project’s design and site features including screen walls and perimeter landscaping as discussed under 13.a, will enhance the aesthetic of the site in a manner that will not detract from the SR-91. Compared to the original project, the Modified Project would result in the same level if impact to scenic resources.

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

Discussion:

a, b, c, and d.

Previous Adopted MND Finding – Potentially Significant Unless Mitigation Incorporated: The prior MND evaluated the original project’s potential impacts to the issues analyzed under Section 14, Cultural Resources. A cultural resource analysis was performed for a 4.01-acre parcel (APN 118-270-055) located southeast of the project site, The analysis was prepared

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Dudek, dated April 2024, for a multiple family residential project that was proposed on the 4.01-acre property. The project site is a remnant portion of the 4.01-acre property as as such, the results of the cultural resource analysis for the 4.01-acre property would likely be applicable to the project site which is the reason the cultural resource analysis was included in the prior MND.

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

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

Dudek concluded that although no known significant cultural resources could be impacted by the multiple family residential project, the current status of the property may have affected the potential to discover any surface artifacts. Given that the previous development within the site might have masked archaeological deposits, there is a potential that buried historical resource deposits may be present within the project boundaries. Therefore, Dudek recommended that the multiple family residential project be allowed to proceed with the implementation of a cultural resources monitoring program conducted by an archaeologist and Native American representative(s) during grading of the project site. Dudek recommended **Mitigation Measures MM CUL-1 and MM-CUL 2** to reduce impacts to cultural resources to less than significant. The mitigation measures generally require a cultural resource monitoring program during grading activities, impacts to historical resources would be reduced to less-than-significant levels. Since the commercial project site is a remnant portion of the 4.01-acre property, the mitigation measure that were recommended for the multiple family residential project are being recommended for the commercial project. The commercial project's compliance with **MM CUL-1 and MM-CUL 2** would reduce impacts to cultural resources to less than significant. See Section 17, Tribal Cultural Resources for the mitigation measures.

Addendum Finding – Potentially Significant Unless Mitigation Incorporated: The Modified Project would not increase the potential for impacts to Cultural Resources because the Modified Project is proposed on the same project site that was previously analyzed. The Modified Project would be subject to the same mitigation measures that were adopted in the prior MND for the original project. With implementation of **Mitigation Measures MM CUL-1 and MM-CUL 2**, potential impacts would be less than significant. See Section 17, Tribal Cultural Resources for the mitigation measures.

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

Discussion:

a.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not conflict with an existing Agricultural zoning or a Williamson Act contract because the project site is zoned C-3 (General Commercial) and contains no farmlands.

Addendum Finding – No Impact: Implementation of the Modified Project would not increase the potential to conflict with an existing Agricultural zoning or Williamson Act contract because the Modified Project is proposed on the same site that was previously analyzed. The zoning is C-3 and the site contains no farmlands that are under a Williamson Act contract. Compared to the original project, the Modified Project would result in the same level of impact as previously determined by the adopted MND for area of concern.

b.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not result in the conversion of prime farmland, unique farmland, or farmland of statewide importance to a non-agricultural use.

Addendum Finding – No Impact: Implementation of the Modified Project would not increase the potential to convert prime farmland, unique farmland, or farmland of statewide importance to a non-agricultural use. According to the California Department of Conservation’s (CDC) California Important Farmland Finder, the Project site is classified as “Urban and Built-Up Land”. The “Urban and Built-Up Land” classification describes land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel (CDC, 2018). The nearest location of Farmland to the project site is a parcel containing Farmland of local importance that is located approximately 2,500 feet to the north near the intersection of Lincoln Avenue and Railroad Street. Due to the site’s distance from the designated Farmland, the Modified Project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Compared to the original project, the Modified Project would result in the same level of impact to agricultural resources.

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

Discussion:

a.

Previous Adopted MND Finding – Less Than Significant Impact: The previous MND estimated that the amount of greenhouse gas emissions the original project would generate is approximately 2,758.27 MtCO₂e per year. Since this is less than SCAQMD’s numeric threshold of 3,000 MtCO₂e per year, the project’s impacts would be less than significant.

Addendum Finding – Less Than Significant Impact: Per the Modified Project’s Air Quality, Global Climate Change, and Energy (Ganddini, July 26, 2024), the Modified Project’s estimated GHG emissions is approximately 2,442.30 MtCO₂e per year. Since this is less than SCAQMD’s numeric threshold of 3,000 MtCO₂e per year, the Modified Project’s impacts would be less than significant. Compared to the original project, the Modified Project would result in the same level of impact as it pertains to greenhouse gas emissions.

b.

Previous Adopted MND Finding – No Impact: The previous MND determined that the original project would not conflict with an applicable plan, policy or regulation to reduce greenhouse gas emissions.

Addendum Finding – No Impact: Implementation of the Modified Project would not conflict with an applicable plan, policy or regulation to reduce greenhouse gas emissions. The Modified Project would not increase greenhouse gas emissions above the SCAQMD’s numeric threshold of 3,000 MtCO₂e per year, and therefore, would be in compliance with the Corona Climate Action Plan. Compared to the original project, the Modified Project would result in the same level of impact regarding potential conflicts with an applicable plan, policy or regulation to reduce greenhouse gas emissions.

17. TRIBAL CULTURAL RESOURCES		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

a.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not cause a substantial change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074, and that is listed or eligible for listing in the California Register of Historic Resources, or in a Corona Register of Historic Resources.

Addendum Finding – No Impact: Implementation of the Modified Project would not increase the potential for causing a substantial change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074, and that is listed or eligible for listing in the California Register of Historic Resources, or in a Corona Register of Historic Resources, because the Modified Project is proposed on the same site as previously analyzed. Compared to the original project, the Modified Project would result in the same level of impact.

b.

Previous Adopted MND Finding – Potentially Significant Unless Mitigation Incorporated: The original project was subject to tribal consultation under SB 18 and AB 52. The Planning and Development Department obtained a list of local Native American tribes from the Native American Heritage Commission (NAHC) on June 19, 2013. All tribes on the NAHC list were invited to consult on the project via consultation letters, dated October 18, 2023. The Planning and Development Department also notified the AB 52 tribes via the City’s project transmittal in May 2023.

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

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

Based on the results of the cultural resource analysis that was prepared by Dudek for the 4.01-acre site, it is unlikely that the project site would contain cultural resources since both sites were previously developed as a single property. However, as with the 4.01-acre property, although no known significant cultural resources could be impacted by the original project, the

current status of the property may have affected the potential to discover any surface artifacts. Given that the previous development within the project site might have masked archaeological deposits, there is a potential that buried historical resource deposits may be present within the project boundaries. Therefore, the prior MND recommended that the original project be allowed to proceed with the implementation of a cultural resources monitoring program conducted by an archaeologist and Native American representative(s) during grading of the property. With implementation of **Mitigation Measures MM CUL-1** through **MM-CUL 4**, generally requiring a cultural resource monitoring program during grading activities, impacts to tribal cultural resources would be reduced to less-than-significant levels.

Addendum Finding – Potentially Significant Unless Mitigation Incorporated: Implementation of the Modified Project would not increase the potential to impact tribal cultural resources because the Modified Project is proposed on the same site that was previously analyzed. Implementation of the previously adopted mitigation measures **MM CUL-1** through **MM-CUL 4** would reduce impacts to less than significant. Compared to the original project, the Modified Project would result in the same level of impact with implementation of the required mitigation measures.

Mitigation Measures

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

- A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon Band of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any.
- The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions.
- Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.

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

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

discovered during grading activities, the following recovery processes shall apply:

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

MM CUL-4

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

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the Native American Heritage Commission (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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

Discussion:

a.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would have no impacts on fish and wildlife populations, habitat or historical sites.

Addendum Finding – No Impact: Implementation of the Modified Project would not impact fish and wildlife populations, habitat or historical sites. As discussed throughout this Addendum document, the project site was previously occupied by development prior to the SR-91 Widening Project. There is no known bodies of water, habitat, trees, vegetation that exists on the site. There are no historical sites listed on Corona Register of Historic Resources in the vicinity. Therefore, the Modified Project would not impact fish and wildlife populations, habitat or historical sites.

b & c

Previous Adopted MND Finding – Potentially Significant Unless Mitigation Incorporated: Cumulative effects that would result from implementation of the Project have been evaluated throughout this IS/MND, which concludes that such impacts would not occur, would be less than significant, or would be reduced to below a level of significance with the incorporation of mitigation measures identified herein and included in the project’s conditions of approval. For example, the project is not anticipated to impact threatened or endangered species or habitat. Traffic impacts as it relates to VMT are anticipated to be less than significant because the project is located within the Transit Priority Area (TPA) which screens the project from having to have a VMT analysis performed. For the issue of Tribal Cultural Resources, mitigation measures are proposed to reduce impacts to this area to less than significant. For the issue of Greenhouse Gas Emissions, projects that are consistent with the City’s CAP are considered to have a less-than-significant individual and cumulative impact on GHG emissions. Because the original project would generate fewer than 3,000 MTCO_{2e}/yr of GHG emissions, the original project’s impacts due to GHGs would be less-than significant. Furthermore, the analysis of the original project construction impacts due to noise demonstrates that the project’s construction related noise impacts would be less than significant because of the short-term nature of construction. Construction noise would also be subject to the City’s construction noise regulations.

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

Addendum Finding – Potentially Significant Unless Mitigation Incorporated: No new or greater cumulative impacts would occur from the Modified Project because there is no change in land use or to the original project site. The Modified Project is required to implement the same tribal cultural resources mitigation measures identified in the previously adopted MND.

d.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not conflict with the General Plan’s short-term and long-term goals.

Addendum Finding – No Impact: Implementation of the Modified Project would not impact the General Plan’s short-term and long-term goals. The Modified Project would develop a commercial development on the project site that is consistent with the General Plan land use designation of General Commercial and C-3 commercial zoning. Furthermore, the proposed development would be consistent with the applicable policies and intent of the General Plan.

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

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

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

Discussion:

a, b, c & d.

Previous Adopted MND Finding – No Impact: The prior MND determined that the original project would not impact the areas of concern under Section 19, Wildfire because the project site is not located within a high fire hazard severity zone or adjacent to other properties that are within a high fire hazard severity zone. There are no slopes, prevailing winds, or other factors that would exacerbate wildfire risks and expose project occupants to pollutant concentrations from wildfire. Therefore, no impacts to wildfire are expected.

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

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

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

Addendum Finding – No Impact: Implementation of the Modified Project would not increase the potential to impact the areas of concern under Section 19, Wildfire, because the Modified Project is proposed on the same project site previously analyzed. The project site is not located within a high fire hazard severity zone or adjacent to other properties that are within a high fire hazard severity zone. There are no slopes, prevailing winds, or other factors that would exacerbate wildfire risks and expose project occupants to pollutant concentrations from wildfire.

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

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

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

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

Discussion

a.

Previous Adopted MND Finding – Less Than Significant Impact: The prior MND determined that the project would result in less than significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Addendum Finding – Less Than Significant Impact: The Modified Project was evaluated in the C-Store Gas Station, Air Quality, Global Climate Change and Energy Impact Analysis, prepared by Gaddini, dated July 26, 2024. The following discusses the Modified Project’s construction and operation impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Construction

The anticipated construction schedule assumes that the proposed Modified Project would be built in approximately eight months and in one phase. The Modified Project would require grading, site preparation, and building activities during construction. Construction of the Modified Project would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, and building construction and paving activities. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. The Modified Project’s electricity usage from construction is approximately 964 kWh. Approximately 468 gallons of fuel would be consumed from construction workers, 17,214 gallons of diesel fuel would be consumed by construction activities and 1,800 gallons of fuel would be consumed for vendor and hauling trips.

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

Operation

Energy use consumed by the proposed project would include transportation energy demands and facilities energy demand. The Modified Project is estimated to generate 1,644 trips per day. The estimated fuel use is 270,703 gallons of fuel per year for the operations of the project. The trip generation and VMT generated by the Project are consistent with other similar commercial uses of similar scale and configurations as reflected respectively in the Institute of Transportation Engineers (ITE) Trip General Manual (11th Edition, 2021). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful VMT. Furthermore, the state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. Therefore, the increase in fuel consumption from the proposed project is insignificant in comparison to the State’s demands. Therefore, project transportation energy consumption would not be considered in efficient, wasteful or otherwise unnecessary.

Building operation and site maintenance would result in the consumption of electricity and natural gas. The Modified Project is estimated to use approximately 174,624 kWh per year and 239,049 kBtu per year. IN 2012, the non-residential sector of the County of Riverside consumed approximately 8,257 million kWh of electricity and 144 million therms of gas. Therefore, the projects electricity and gas demands are insignificant compared to the County’s demand. Furthermore, the Modified Project will be subject to California Building Standards Code Title 24 which governs energy consumption by the built environment,

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

b.

Previous Adopted MND Finding – No Impact: The prior MND determined that the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

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

21. PREVIOUS ENVIRONMENTAL ANALYSIS:

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

DOCUMENTS INCORPORATED BY REFERENCE:

Adopted Mitigated Negative Declaration For The Original Project

1. City of Corona General Plan 2020-2040
2. City of Corona Technical Background Update EIR, 2019
3. Phase 1 Environmental Site Assessment Report, prepared by Priority One Environmental, Inc. dated February 6, 2024
4. Traffic Impact Study, prepared by Trames Solutions Inc., revised March 18, 2024
5. Noise Memorandum, prepared by Ganddini Group, dated April 24, 2023
6. Air Quality, Global Climate Change, Energy Impact Analysis, prepared by Ganddini Group Inc., dated September 7, 2023
7. Percolation/Infiltration Testing Letter, prepared by Sladden Engineering, dated December 20, 2021
8. Hydrology and Hydraulics Study, prepared by Woodward Group, dated May 2024
9. Preliminary Soil Sampling Letter, prepared by Priority One Environmental, Inc., dated February 20, 2024
10. Preliminary Project Specific Water Quality Management Plan (WQMP), prepared by Woodward Group, Revised May 25, 2024

Modified Project:

11. Mitigated Negative Declaration for Corona C-Store and Gas Station Project, adopted by the City on August 7, 2024.
12. Corona C-Store Trip Generation/Pedestrian Access Evaluation, prepared by Trames Solutions, dated July 17, 2024.
13. C-Store Gas Station Focused Noise Study, prepared by Ganddini Group, dated August 20, 2024.
14. C-Store Gas Station Construction Noise Memorandum, prepared by Ganddini Group, dated July 24, 2024.
15. C-Store Gas Station Air Quality and Energy Impact Analysis, prepared by Ganddini Group, dated July 26, 2024.
16. Hydraulic Study, prepared by Woodard Group, dated May 2024
17. Sewer Impact Study, prepared by Greens Group, dated May 2024
18. Hydrology and Hydraulics Study, prepared by Woodward Group, dated August 2024
19. Project Specific Water Quality Management Plan, prepared by Woodward Group, dated August 3, 2022, revised August 12, 2024
20. Corona C-Store Trip Generation/Pedestrian Access Evaluation, prepared by Trames Solutions, dated September 5, 2024

Figures:

- 1 Locational Map
- 2 Site Plan of Modified Project
- 3A Existing Zoning
- 3B Existing General Plan Land Use Designation
- 4 Site Plan
- 5 Study Areas
- 6 Project Operational Noise Levels
- 7 Conceptual Landscape Plan



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

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

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

	<p>small vertebrate remains. If paleontological resources are unearthed or discovered during grading activities, the following recovery processes shall apply:</p> <ul style="list-style-type: none"> ▪ Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques. ▪ All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. ▪ A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. ▪ All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage. 					
CUL-4	<p>Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department,</p>	Condition of Approval	Submittal of documentation	If human remains are discovered during ground-disturbing construction activities	Construction Contractor(s), County Coroner, NAHC	

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