



STAFF REPORT

DATE: 06/23/2025

TO: Honorable Chair and Commissioners

FROM: Planning and Development Department

2025-265

APPLICATION REQUEST:

TTM 37895 (CONTINUED): Tentative Tract Map application to subdivide 61.6 acres into 103 single family residential lots in the R-1-12 zone, located on the east and west sides of Laurel Canyon Way, south of Sherborn Avenue and north of Shadow Valley Drive. (Applicant: Emad Bolus for Mari Girgis, LLC, 4030 Birch Street, Suite 100, Newport Beach, CA 92660)

RECOMMENDED ACTION:

That the Planning and Housing Commission recommend adoption of the Addendum to the adopted Mitigated Negative Declaration and Mitigated Monitoring Plan, and APPROVAL of TTM 37895, based on the findings contained in the staff report and conditions of approval.

BACKGROUND

The project site was tentatively subdivided into 103 lots for the future development of single family homes by TTM 36533, approved on August 20, 2014. TTM 36533 eventually expired on August 20, 2016, because a final map was not recorded within the initial 24 months of approval of the tentative tract map. The applicant is proposing to re-entitle the residential subdivision on the project site with Tentative Tract Map 37895 (TTM 37895). TTM 37895 will subdivide the same 61.6 acres into 103 single family residential lots. TTM 37895 retains many of the same features as the original map, including the general configuration, gated design with private streets, and similar lot sizes. The applicant refers to the project as “Monte Olivo”.

EXHIBIT 8

The project site is located on the west and east sides of Laurel Canyon Way, south of Sherborn Street and north of Shadow Valley Drive (Exhibit 1). The project site borders the County of Riverside to the east, south and southwest. The zoning of the project site is R-1-12, which is a single-family residential zone that requires a minimum lot size of 12,000 square feet for newly created lots. No change is proposed to the zoning of the site. The project's zoning, General Plan designation, land use and surrounding zoning are summarized in the Project Summary table below.

Table 1 PROJECT SUMMARY	
Area of Property	61.6 acres
Zoning	R-1-12 (Single Family Residential – 12,000 S.F. minimum)
General Plan	Estate Residential, 56.46 acres (1-3 du/ac) and Low Density Residential, 5.14 acres (3-6 du/ac)
Existing Land Use	Undeveloped
Proposed Land Use	103 Single Family Residential lots
Surrounding Zoning/Land Use	North: M-1 (Light Manufacturing)/Concrete manufacturing plant East: R-A-5 (Residential Agricultural, 5-Acre minimum) Riverside County Zoning South: R-A (Residential Agricultural, 20,000 S.F. minimum) Riverside County Zoning West: R1-20 (Single Family Residential, 20,000 S.F. Minimum)

The project site was previously blasted and rough graded under the original approval and developer, Nova Homes. Minimal grading is expected near the east, south and west perimeters of the project. Precise grading still needs to occur to complete the streets and create building footprints for future houses. The future home builder of this tract will require precise plan review for the site plan, architecture, perimeter fencing and landscaping of the project.

Bel Air Residential Community

The project has a long history with the adjacent Bel Air residential community. When the site was blasted and graded under Nova Homes, the activities caused several issues with the residents. Some of the residents complained that the blasting and grading activities caused property damage which had not been rectified by Nova Homes.

Also, the Bel Air Community was originally not connected to the City's sewer system and had relied on a sewage treatment pond that bordered the north side of the project site. Nova Homes worked with the Bel Air Homeowner's Association (HOA) after agreeing to allow the Bel Air Community to tie into the project's sewer line in exchange for allowing Nova Homes to utilize a portion of the sewage treatment ponds for storm water run-off. After the homeowners were tied into the project's sewer line and into the City's sewer system, the

sewage treatment ponds were decommissioned and cleaned, and the ponds were converted to a stormwater basin which was constructed by the developer to serve the project.

Prior Public Hearings and Community Concerns

TTM 37895 was reviewed by the Planning and Housing Commission on December 11, 2023. Many Bel Air residents and residents who reside within Riverside County's jurisdiction spoke against the project, citing the following concerns:

1. Prior grading and blasting activities conducted under Nova Homes caused damage to several of the residents' properties which have not been resolved.
2. The project site needs to be cleaned of trash and debris.
3. Safety concerns with construction traffic entering the project site from Old Temescal Street, which is narrow with limited visibility.
4. The project would add traffic to the surrounding streets, particularly State Street which is within jurisdiction of Riverside County.

The Commission also raised concerns and requested additional information from the applicant and staff, and continued the meeting to February 12, 2024.

At the February 12, 2024 public hearing, staff and the applicant's consultant presented additional information to the Commission to address the concerns that were raised during the initial meeting. The information included project revisions which the applicant had agreed to make. This included changing a passive park that was planned for Lot F of TTM 37895 to a landscaped open space lot to discourage unwanted access into the lot, and to implement safety measures and parking restrictions along Old Temescal Street and Laurel Canyon Road as approved by the Public Works Department. However, the residents continued to oppose the project citing primarily unresolved property damage concerns. The Commission directed the applicant to work with the residents to resolve the property damage concerns and tabled the project.

2024 Community Outreach

In May 2024, the applicant retained Peter Carlson from Carlson Strategic Land Solutions, Inc. and Marice DePasquale from MConsensus to assist with the re-entitlement of the project and to help resolve the outstanding issues between the applicant and residents. The outreach began in May 2024 and started with Chris Salazar, the current Bel Air HOA president. Mr. Carlson and Ms. Depasquale met with Mr. Salazar on June 24, 2024 and August 28, 2024. Through their discussions with Mr. Salazar, they determine the HOA's concerns as being related to securing the Bel Air ponds, cleanup of the project site, and replacement of Mr. Salazar's fence. The concerns and the applicant's response to their

concerns are summarized in Table 2 below and graphically shown on Exhibit 3 which was prepared by Mr. Carlson.

Table 2	
Bel Air HOA Concern	Applicant's Response
1. Construct a six-foot high chain link fence around the Bel Air HOA ponds.	Already completed by applicant.
2. Replace a six-foot high chain link fence along the Salazar property's rear property line.	Already completed by applicant.
3. Remove the boulders at the southern end of the Bel Air HOA pond area in order to allow construction of new fencing and connection of the eastern and western access roads around the pond.	To be completed within 90 days from City Council hearing.
4. Re-establish access to the east side of the Bel Air HOA ponds. The applicant would provide a connection between the east and west sides of the pond by creating a path at least eight feet in width to allow for walking or driving a small off-road maintenance vehicle.	To be completed within 90 days from City Council hearing.
5. Clean-up of boulders and debris including pipe on the Monte Olivo property fronting Laurel Canyon Way near the entrance into the neighborhood. The applicant would have the boulders re-arranged in a line along the Monte Olivo property's frontage along Laurel Canyon Way to improve the aesthetics of the site and to prevent off-road vehicles from circumventing the gate at the access road (located between the boulders and pond).	To be completed within 30 days following Planning and Housing Commission approval or prior to City Council hearing.

Mr. Carson and Ms. DePasquale also reached out to other Bel Air residents and all members of the public who submitted a speaker card at both prior public hearings. A total of 61 separate occasions were made in text, email, phone and meetings. Attached as Exhibit 4 is

a letter submitted by Carlson Strategic Land Solutions, dated February 27, 2025, which documents the community outreach Mr. Carlson and Ms. DePasquale conducted for this project.

County of Riverside Project – Monte Olivo Phase 2

The applicant has processed a separate application with the Riverside County Planning Department to subdivide approximately 30 acres within unincorporated Riverside County into 38 single family residential lots. The county project borders the project site immediately to the south. Based on prior discussions between staff and the applicant, the applicant's proposal is to develop this area within the county as phase two of the Monte Olivo community and eventually combine both developments within the city and county into a single gated community with the future residents within both phases sharing the same project entrances. The applicant is not actively pursuing the county project at those times, as the applicant would like to obtain approval of the city project first before re-activating the county project.

PROJECT DESCRIPTION

Proposed Subdivision

TTM 37895 proposes to subdivide 61.6 acres into 103 lots for single family residential purposes. The project site is zoned R-1-12 which requires a minimum lot size of 12,000 square feet, and a minimum lot width and depth of 85 feet and 100 feet, respectively. The lots range from 12,000 to 33,383 square feet in size. The average lot size is 13,926 square feet. The lots are capable of meeting the minimum lot width and depth requirements under the R-1-12 zone.

The General Plan Land Use Map designates the project site as Estate Residential (ER) on 56.46 acres and Low Density Residential (LDR) on 5.14 acres. The ER and LDR designations permit a density range of 1-3 dwelling units per acre (du/ac) and 3-6 du/ac, respectively. The project's density is 1.67 du/ac.

The project includes Lots A through E and H, which consist of manufactured 2:1 slopes that were already created at the time of rough grading on the project site to create level buildable pads due to the site's natural topography. Lot F is shown on the tentative tract map as a passive private park, but as noted in the Background section of this report, the applicant will be replacing the passive park with a large open space lot which will be landscaped with drought tolerant plant materials. A conceptual landscape exhibit of Lot F is attached as Exhibit 6. Lots J through R consist of the project's internal circulation which are designed as private streets that will provide direct access to the 103 lots.

The applicant is required to establish a homeowner's association (HOA) to maintain the project's landscaped lot, private streets, and various slopes. It should be noted that Lot G is

erroneously shown on the tentative tract map as a landscaped lot to be maintained by the HOA. Lot G is Laurel Canyon Way, which is a public street.

Since the project site was already blasted and rough graded under the original approval, minimal grading is expected near the east, south and west perimeters of the project. Precise grading will occur to complete the streets and create building footprints for future houses.

Project Access and Public Improvements

The project's vehicle access and circulation is attached as Exhibit 7. Old Temescal Road leads to the project site from the west and turns into Laurel Canyon Way where the road turns northward. Direct access into the project is from Laurel Canyon Way. This access is the project's primary access and will be gated. Laurel Canyon Way is a two-lane undivided roadway designated as a collector street having an overall right-of-way width of 60 feet. The project warrants the construction of missing public improvements (curb and gutter, sidewalk and landscaped parkway) on both sides of Laurel Canyon Way adjacent to the project site to ensure sufficient vehicular circulation.

A second point of access is necessary to meet the Fire Department's requirement and is provided from Santamora Way via Shadow Valley Drive, which intersects with State Street in the County of Riverside. Because this secondary access is required by the Fire Department, the applicant is conditioned to construct Shadow Valley Drive prior to the issuance of the first Certificate of Occupancy for the project. This street will be constructed per the County's local street standard, which requires a full right-of-way width of 60 feet, with 40 feet of paved roadway. This has been discussed between City staff and County staff from the Riverside County Transportation Department.

Shadow Valley Drive will be gated at the south end of the street, near the intersection of State Street, and will be maintained by the project's future HOA which the applicant is required to establish per the project's conditions of approval (Exhibit 8). The gate will be restricted to residents within the project and emergency personnel. The reason the gate is being placed within the County instead of the City is because the gate and Shadow Valley Drive will also serve the future phase two project located within the County's jurisdiction. Additionally, the gate prevents Shadow Valley Drive from unwanted parking during the evenings. If the gate was to be moved to the City boundary, this would create approximately 1,050 feet of open roadway with a dead-end at the gate/City boundary with no safe turn-around on Shadow Valley Drive for vehicles.

The applicant has a recorded covenant, dated November 6, 2023, that requires the owner and all subsequent owners of the County project to convey and record an access easement over Shadow Valley Drive in favor of the project (Exhibit 9). This guarantees that the project's

secondary access on Shadow Valley Drive is constructed even if the County project is not developed.

The conditions of approval include traffic calming measures that are being carried over from the original project to the current proposal for the segment of Old Temescal Road from the I-15 freeway to approximately 500 feet east of Bel Air Street. The measures include re-striping this segment of Old Temescal Road to provide for a 10-foot and a 12-foot travel lane. Per the Public Works Department, on-street parking will be prohibited where parking cannot be accommodated. The measures were in response to concerns raised by the residents fronting Laurel Canyon Way during the initial project, and to address potential impacts associated with line of sight and the curvilinear design of the roadway. A conceptual striping plan for Old Temescal is attached as Exhibit 10.

Bel Air Sewer Line Upgrades

As discussed under the Background section, the original developer worked with the Bel Air HOA to have the Bel Air homeowners tied into the project's sewer lines and into the City's sewer system. This allowed their sewage treatment ponds to be decommissioned, and the applicant converted the ponds into a water quality basin to serve the project. Per Public Works Condition No. 57, the applicant is required to do upgrades to the Bel Air sewer lines. The condition states that prior to the final map recordation, the applicant shall construct or guarantee the construction of the replacement or rehabilitation of the deficient sewer lines in the Bel Air Community in accordance with the City of Corona Utilities Department. The improvements are required to be completed prior to the issuance of the first building permit. The applicant's civil engineer has prepared sewer rehabilitation plans to bring the private Bel Air sewer system to City's standards and acceptance into the City's maintained public sewer system.

ENVIRONMENTAL ANALYSIS

Mitigated Negative Declaration Addendum

The City approved the original project (TTM 36533) and adopted a mitigated negative declaration (MND) for the original project on August 20, 2014. An Addendum to the previously adopted MND was prepared for the current proposal pursuant to Section 15164 of the State CEQA (California Environmental Quality Act) Guidelines. The purpose of the Addendum was to evaluate two revisions the applicant made to the original project:

1. The original approved project featured a recreational area containing active amenities including a playground and basketball or tennis facilities within Lot F. The applicant replaced the active amenities with a passive park which was analyzed in the Addendum, but the applicant eventually replaced the passive park with open space after receiving feedback from the Planning and Housing Commission at the December 11, 2023 public hearing.

2. The project’s secondary gated access was originally located at the south project boundary, specifically at the terminus of Santamora Way in the City of Corona. As proposed by this project, the applicant moved the secondary gated access to Shadow Valley Drive in the County of Riverside, which was analyzed in the Addendum.

The City, as the lead agency, determined that the modified project and the Addendum demonstrate that the environmental analysis, impacts, and mitigation requirements identified in the previously adopted MND remain substantively unchanged despite the project modifications to Lot F and secondary access point. The 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 11.

Traffic Impact Analysis

The Addendum includes an updated Traffic Impact Analysis (TIA) which was prepared by a licensed traffic engineer, Ganddini Group (June 13, 2023). The updated TIA was warranted to analyze the new secondary access at Shadow Valley Drive and the cumulative traffic conditions associated with the Project (Phase 1) and the future county project (Phase 2) which could potentially be developed with 38 dwelling units. The Project (Phase 1) is forecast to generate approximately 971 daily trips, with 73 trips in the AM peak hours and 97 trips in the PM peak hours. The future Phase 2 project is forecast to generate approximately 358 daily trips, with 27 trips in the AM peak hours and 35 trips in the PM peak hours. Combined, the project generates 1,329 daily trips, with 100 trips in the AM peak hours and 132 trips in the PM peak hours. Table 3 summarizes the cumulative project trip generation.

Table 3 – Project Trip Generation

Land Use	DU	AM Peak			PM Peak			Weekday Daily
		In	Out	Total	In	Out	Total	
Phase 1 (Northern Portion) Single-Family Detached Housing	103	19	54	73	61	36	97	971
Phase 2 (Southern Portion) Single-Family Detached Housing	38	7	20	27	22	13	35	358
Note: DU-Dwelling Units Source: Ganddini Group, Inc., <i>Monte Olivo (Northern Portion) Traffic Analysis</i> , June 13, 2023.								

Sixteen (16) intersections located nearby the project sites were analyzed. All 16 intersections are projected to operate within an acceptable Level of Service “D” or better with the project in operation, except for the intersection at State Street and Ontario Avenue which is forecast to operate at a deficient Level of Service “F”. The City considers a level of service “A” through “D” to be acceptable. Per the traffic study, a traffic signal is warranted

at this intersection which would improve the level of service to “A”. Therefore, the applicant is conditioned to guarantee the construction of the traffic signal at this intersection prior to map recordation. The applicant is responsible for 100% of the cost of the signal.

It should be noted that the segment of Ontario Avenue from California Avenue to State Street is scheduled to be improved by the City’s Public Works Department as part of a Capital Improvement Program (CIP) project. The improvements include the installation of a traffic signal at the State and Ontario intersection. If the City builds the traffic signal before the project opens, then the applicant will need to pay 100% the City’s construction cost for the traffic signal.

In addition, per the original traffic mitigation measures, the applicant is required to pay a fair share cost of 9.55% towards the construction of a two-phased traffic signal at the intersection of Rimpau Avenue and Old Temescal Road. Also, the northbound shared left-through lane shall be restriped to provide an exclusive left-turn lane, and the southbound shared left-through lane shall be restriped to provide an exclusive left-turn lane.

Twelve (12) roadway segments were analyzed, including the section of State Street between Bel Air Street to Ontario Avenue. All 12 street segments are forecast to operate at an acceptable level of service “D” or better.

The TIA was reviewed and approved by the City Traffic Engineer and Riverside County Transportation Department. Comments received from the Transportation Department were considered and have either been addressed by the TIA or discussed with city staff.

Supplemental Traffic Impact Analysis

In response to feedback received from the Planning and Housing Commission at the December 11, 2023 public hearing, the Ganddini Group conducted a supplemental traffic analysis that focused on project trips on State Street. The supplemental analysis increased the project trip distribution from 60% to 80% for the secondary access to State Street. The analysis determined that with 80% of the project’s vehicle trips traveling on State Street during peak hours, the traffic mitigation measures identified in the TIA would remain the same, with the key mitigation being the installation of the traffic signal at the intersection of Ontario Avenue and State Street. This information was shared at the February 12, 2024 hearing.

Also, according to the TIA, State Street is a local county road operating at an acceptable level of service (LOS D or better). The roadway link level of service on State Street will continue to operate at an acceptable level of service (LOS D or better) with the addition of the project trips - whether 60% or 80% of the trips travel down State Street.

FISCAL IMPACT

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

PUBLIC NOTICE AND COMMENTS

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, staff was contacted by resident Julie Trapp by phone on June 16, 2025. Ms. Trapp expressed concerns with allowing the project to take access from Old Temescal Street due to its current design.

STAFF ANALYSIS

The Project retains many of the same features as the original project including the same general configuration, dwelling unit count, density, gated design with private streets, and similar lot sizes that range from 12,000 to 33,383 square feet in size. The project complies with the R-1-12 zoning for the site, and the General Plan designations of ER and LDR, which are intended for low density, single family development. All necessary public improvements associated with the project are guaranteed with the development of the project. All potential environmental impacts associated with the project have been identified in the original MND and the Addendum to the original MND and are capable of being mitigated. Safe and adequate access to the project site is provided with a second point of access that is necessary by the Fire Department.

The Planning and Development Department recommends approval of TTM 37895 based on the recommended conditions of approval in Exhibit 5 and the findings of approval below.

FINDINGS OF APPROVAL FOR TTM 37895

1. The project was previously evaluated under a mitigated negative declaration which was adopted by the City Council on August 20, 2014. Pursuant to Section 15164 of the State CEQA (California Environmental Quality Act) Guidelines, the City as the lead agency determined that the proposed project, and the Addendum to the previously adopted MND, demonstrate that the environmental analysis, impacts, and mitigation requirements identified in the previously adopted MND remain substantively unchanged despite project modifications. The proposed project does not raise any new environmental issues or result in impacts not previously analyzed in the prior MND, and none of the conditions requiring the preparation of a subsequent MND, described in Section 15162 of the State CEQA Guidelines, exist.
2. None of the conditions provided in Section 66474 of the California Government Code exist for the following reasons:
 - a. *The proposed map is consistent with the General Plan designations of Estate*

Residential and Low Density Residential, which allow residential development at a density range of 1 to 3 dwelling units, and 3 to 6 dwelling units to the acre, respectively. The overall density of the project is 1.67 du/ac.

- b. The design of the lots proposed by this subdivision is consistent with the development standards established by the Corona Municipal Code for the R-1-12 zone with respect to minimum lot area, width and depth.*
 - c. The site is suitable for the type of development proposed and offers adequate access from Laurel Canyon Way and Shadow Valley Drive via State Street.*
 - d. The site is physically suitable for the proposed density of development because the project is capable of accommodating 103 single family residential lots that adhere to the site's zoning and General Plan designations.*
 - e. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat because, as identified in the project's Addendum to the previously adopted Mitigated Negative Declaration, all potential environmental impacts are capable of being mitigated to less than significant levels.*
 - f. The proposed subdivision will not result in adverse impact to public health, safety or general welfare because the project adheres to the development standards of the site's R-1-12 zone, which promotes orderly development of the project site, and the improvements associated with the project adhere to city standards.*
 - g. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because no such easements exist on the project site, or the easements are being protected in place or relocated elsewhere on the project site.*
3. Pursuant to California Government Code Section 66473.5, consistency with applicable General Plan or Specific Plan does exist for the following reason:
- a. The General Plan's Low Density and Estate Residential designations allow for low density, residential development according to the density ranges of 1 to 3 du/ac and 3 to 6 du/ac, respectively, resulting in a range of 71 to 199 dwelling units according to the acreage allocated in the LDR and ER designations on the project site. The 103 dwelling units proposed by TTM 37895 are within the range of dwelling units allowed by the General Plan.*
4. Pursuant to California Government Code Section 66474.6, the discharge of waste

from the proposed subdivision into existing community sewers would not result in violation of existing requirements presented by the Santa Ana Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code for the following reason:

- a. The amount of discharge to be produced by the development does not exceed the limit established by the Santa Ana Regional Water Quality Control Board as monitored by the city's Utilities Department.*
5. Pursuant to California Government Code Section 66473.1, the design of the subdivision would provide, to the extent feasible, for future passive or natural heating or cooling opportunities for the following reason:
 - a. The subdivision is designed in a manner that would potentially allow residential structures opportunity for passive or natural heating or cooling opportunities because the lots are adequate in size to accommodate the construction of homes with solar exposure.*
6. The proposal is in conformance with the standards of the R-1-12 Zone for the following reason:
 - a. The lots proposed by the subdivision are for single family residential purposes which is a permitted use within R-1-12 zone. The lots also comply with the minimum lot area, width and depth requirements prescribed by the Corona Municipal Code for the R-1-12 zone.*
7. The proposal is in conformance with Title 16 (Subdivisions) of the Corona Municipal Code for the following reasons:
 - a. The proposed map meets the city's subdivision standards for lot area, width and depth, and has adequate vehicular access from Old Temescal Road/Laurel Canyon Way and Shadow Valley Drive.*
 - b. Required public improvements are guaranteed with this subdivision to ensure orderly development of the project site, which are presented as conditions of approval for the project.*

PREPARED BY: SANDRA VANIAN, PLANNING MANAGER

SUBMITTED BY: JOANNE COLETTA, PLANNING AND DEVELOPMENT DIRECTOR

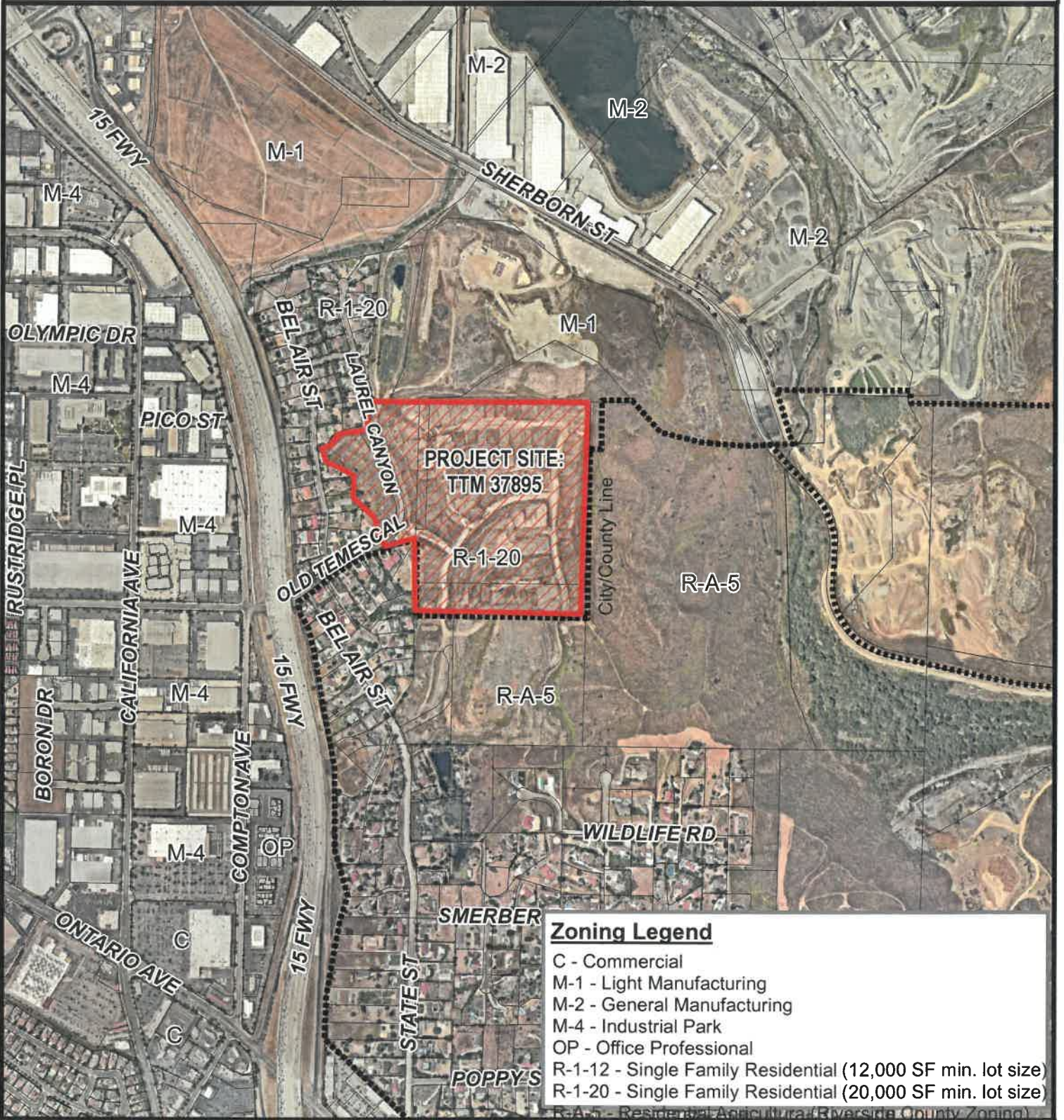
Exhibits:

1. Locational and Zoning Map
2. Tentative Tract Map 37895

3. Bel Air Pond Fencing Exhibit
4. Letter from Carlson Strategic Land Solutions, dated 02/27/2025
5. Conditions of Approval
6. Lot F – Open Space Conceptual Landscape Plan
7. Project Circulation Exhibit
8. Shadow Valley Drive
9. Restrictive Covenant for Shadow Valley Drive
10. Old Temescal Street Conceptual Striping Plan
11. Environmental Documentation

Case Planner: Sandra Vanian (951) 736-2262

LOCATIONAL & ZONING MAP



Zoning Legend

- C - Commercial
- M-1 - Light Manufacturing
- M-2 - General Manufacturing
- M-4 - Industrial Park
- OP - Office Professional
- R-1-12 - Single Family Residential (12,000 SF min. lot size)
- R-1-20 - Single Family Residential (20,000 SF min. lot size)
- R-A-5 - Residential Agriculture (Riverside County Zoning)



Date: 11/22/2023

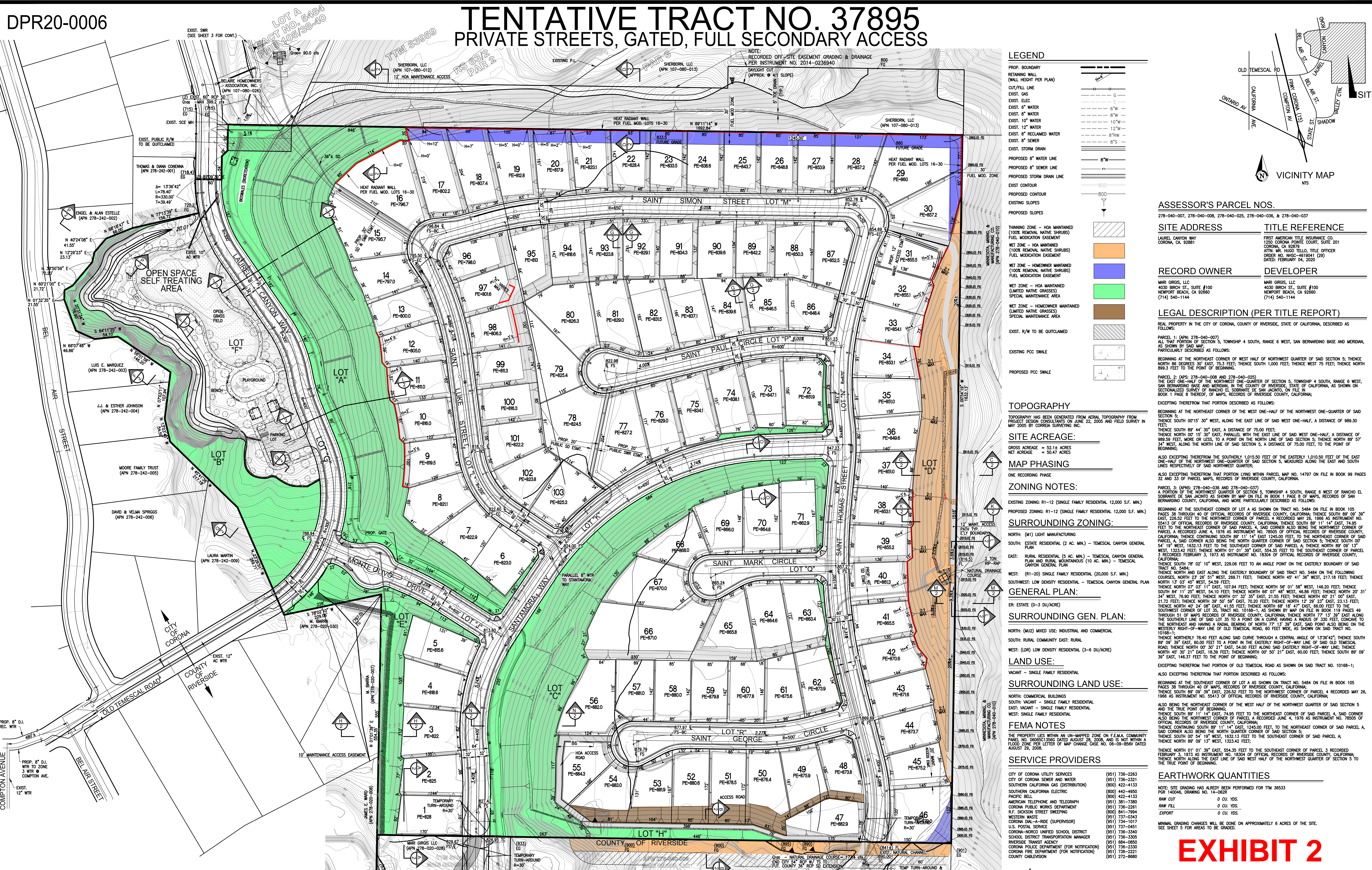
Tentative Tract Map 37895



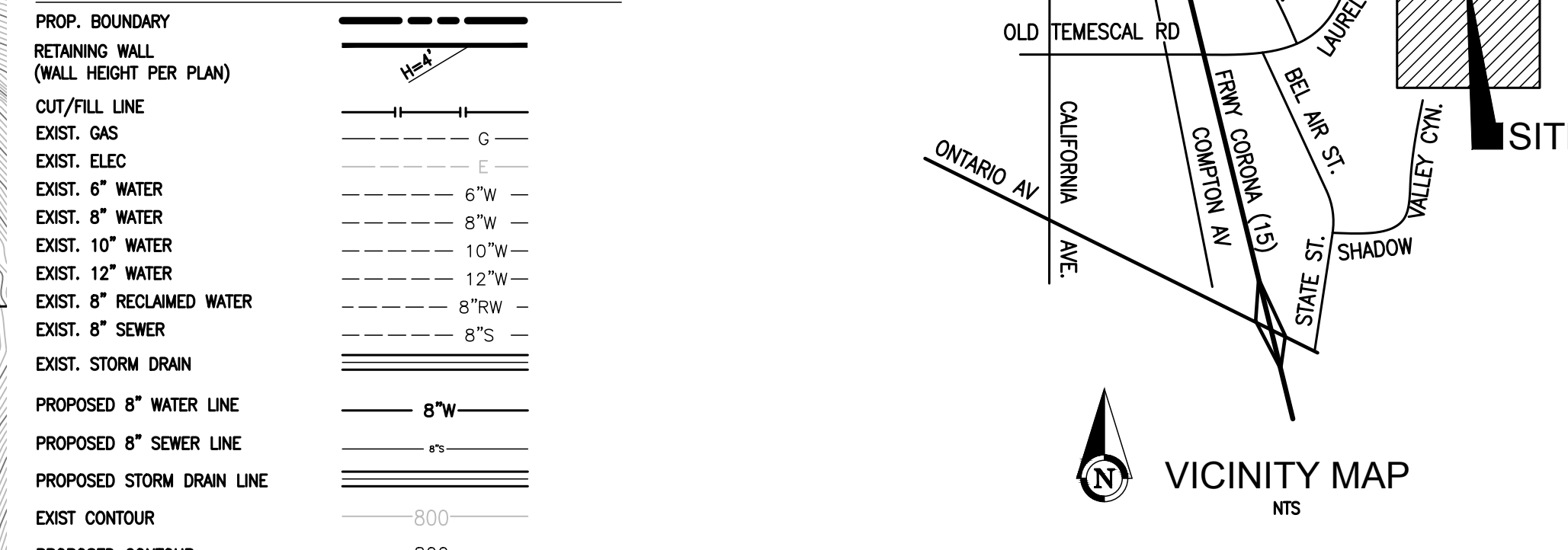
EXHIBIT 1

TENTATIVE TRACT NO. 37895

PRIVATE STREETS, GATED, FULL SECONDARY ACCESS



LEGEND



ASSESSOR'S PARCEL NOS.

278-040-007, 278-040-008, 278-040-025, 278-040-036, & 278-040-037

SITE ADDRESS TITLE REFERENCE

LAUREL CANYON WAY CORONA, CA 92881 FIRST AMERICAN TITLE INSURANCE CO. 1250 CORONA POINTE COURT, SUITE 201 CORONA, CA 92879

RECORD OWNER DEVELOPER

MARI GROSS, LLC 4030 BRUSH ST., SUITE #100 NEWPORT BEACH, CA 92660 (714) 540-1144 MARI GROSS, LLC 4030 BRUSH ST., SUITE #100 NEWPORT BEACH, CA 92660 (714) 540-1144

LEGAL DESCRIPTION (PER TITLE REPORT)

REAL PROPERTY IN THE CITY OF CORONA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 PARCEL 1: (APNs: 278-040-007) ALL THAT PORTION OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY SAID MAP, PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT THE NORTHEAST CORNER OF WEST HALF OF NORTHWEST QUARTER OF SAID SECTION 5; THENCE NORTH 75.3 DEGREES 50' EAST, 75.3 FEET; THENCE SOUTH 1,000 FEET; THENCE WEST 75 FEET; THENCE NORTH 89.3 FEET TO THE POINT OF BEGINNING.

TOPOGRAPHY

TOPOGRAPHY HAS BEEN GENERATED FROM AERIAL TOPOGRAPHY FROM PROJECT DESIGN CONSULTANTS ON JUNE 22, 2005 AND FIELD SURVEY IN MAY 2006 BY CORONA SURVEYING INC.

SITE ACREAGE:

GROSS ACREAGE = 52.14 ACRES
 NET ACREAGE = 50.47 ACRES

MAP PHASING

ONE RECORDING PHASE

ZONING NOTES:

EXISTING ZONING: R1-12 (SINGLE FAMILY RESIDENTIAL 12,000 S.F. MIN.)
 PROPOSED ZONING: R1-12 (SINGLE FAMILY RESIDENTIAL 12,000 S.F. MIN.)

SURROUNDING ZONING:

NORTH: (M1) LIGHT MANUFACTURING
 SOUTH: ESTATE RESIDENTIAL (2 AC. MIN.) - TEMESCAL CANYON GENERAL PLAN
 EAST: RURAL RESIDENTIAL (5 AC. MIN.) - TEMESCAL CANYON GENERAL PLAN
 WEST: (R1-20) SINGLE FAMILY RESIDENTIAL (20,000 S.F. MIN.)
 SOUTHWEST: (L1-20) DENSITY RESIDENTIAL - TEMESCAL CANYON GENERAL PLAN

GENERAL PLAN:

ER: ESTATE (0-3 DU/ACRE)
 SOUTH: RURAL COMMUNITY EAST: RURAL
 WEST: (LDR) LOW DENSITY RESIDENTIAL (3-6 DU/ACRE)

SURROUNDING GEN. PLAN:

NORTH: (M12) MIXED USE, INDUSTRIAL AND COMMERCIAL
 SOUTH: RURAL COMMUNITY EAST: RURAL
 WEST: (LDR) LOW DENSITY RESIDENTIAL (3-6 DU/ACRE)

LAND USE:

VACANT - SINGLE FAMILY RESIDENTIAL
 NORTH: COMMERCIAL BUILDINGS
 SOUTH: VACANT - SINGLE FAMILY RESIDENTIAL
 WEST: SINGLE FAMILY RESIDENTIAL

FEMA NOTES

THE PROPERTY LIES WITHIN AN UN-MAPPED ZONE ON FEMA COMMUNITY PANEL NO. 0905012560 DATED AUGUST 26, 2006, AND IS NOT WITHIN A FLOOD ZONE PER LETTER OF MAP CHANGE CASE NO. 06-09-856V DATED AUGUST 20, 2006.

SERVICE PROVIDERS

- CITY OF CORONA UTILITY SERVICES (951) 736-2263
- CITY OF CORONA SEWER AND WATER (951) 736-2321
- SOUTHERN CALIFORNIA GAS (DISTRIBUTION) (800) 422-4133
- SOUTHERN CALIFORNIA ELECTRIC (800) 442-4950
- PACIFIC BELL (800) 422-4133
- AMERICAN TELEPHONE AND TELEGRAPH (951) 381-7380
- CORONA PUBLIC WORKS DEPARTMENT (951) 736-2281
- R.F. DICKEY STREET SWEEPING (951) 381-7994
- WESTERN WASTE (951) 737-0343
- CORONA DUMP-A-RIDE (SUPERVISOR) (951) 734-1017
- U.S. POSTAL SERVICE (951) 737-0451
- CORONA-NORCO UNIFIED SCHOOL DISTRICT (951) 736-3340
- SCHOOL DISTRICT TRANSPORTATION MANAGER (951) 736-3306
- RIVERSIDE TRANSIT AGENCY (951) 684-0850
- CORONA FIRE DEPARTMENT (FOR NOTIFICATION) (951) 736-2230
- CORONA FIRE DEPARTMENT (FOR NOTIFICATION) (951) 736-2221
- COUNTY CABLEVISION (951) 272-8680

EARTHWORK QUANTITIES

NOTE: SITE GRADING HAS ALREADY BEEN PERFORMED FOR TBM 36533 FOR 1400' AC, DRAWING NO. 14-062R
 RAW CUT 0 CU YDS
 FILL 0 CU YDS
 EXPORT 0 CU YDS
 MINIMAL GRADING CHANGES WILL BE DONE ON APPROXIMATELY 6 ACRES OF THE SITE. SEE SHEET 5 FOR AREAS TO BE GRADED.

LETTERED LOTS SUMMARY

HOA MAINTAINED	PUBLIC STREETS	LOT	AREA (S.F.)
LOT "A"	LOT "J" - MONTE OLIVO DRIVE	27,539 S.F.	
LOT "B"	LOT "K" - SANTAMORA WAY	86,787 S.F.	
LOT "C"	LOT "L" - SAINT LUKE STREET	48,412 S.F.	
LOT "D"	LOT "M" - SAINT SIMON STREET	64,591 S.F.	
LOT "E"	LOT "N" - SAINT THOMAS STREET	89,411 S.F.	
LOT "F"	LOT "O" - SAINT PAUL STREET	38,062 S.F.	
LOT "G"	LOT "P" - SAINT MARK STREET	22,350 S.F.	
LOT "H"	LOT "Q" - SAINT GEORGE STREET	35,690 S.F.	
SUBTOTAL		513,842 S.F.	
TOTAL		1,239,200 S.F.	

PUBLIC STREET LINEAR FOOTAGE:

LAUREL CANYON WAY 1,082 LF.

PRIVATE STREET LINEAR FOOTAGE:

MONTE OLIVO DRIVE	482 LF.
SANTAMORA WAY	1,437 LF.
SANT LUKE STREET	824 LF.
SANT SIMON STREET	1,059 LF.
SANT THOMAS STREET	1,462 LF.
SANT PAUL STREET	950 LF.
SANT MARK STREET	275 LF.
SANT GEORGE STREET	527 LF.
TOTAL	6,618 LF.

AS-GRADED SLOPE ANALYSIS:

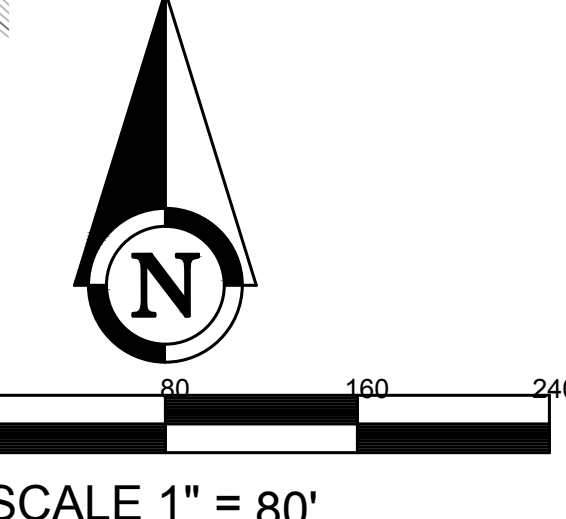
PROJECT ACREAGE	SLOPE PERCENTAGE	PERCENT OF PROJECT
14.91	0-15%	22.7%
10.02	15%-20%	15.4%
10.69	20%-25%	16.6%
25.99	25% TO 100%	45.3%
TOTAL		100%

PROJECT GRADING

PROJECT GRADING	PROJECT ACREAGE	PERCENT OF PROJECT
TOTAL AREA GRADED	59.97	97.4%
NATURAL STATE	0.12	0.2%
EXISTING ROADS	1.5	2.4%
TOTAL	61.59	100%

MAXIMUM NO. OF GRADED LOTS

35.62 ACRES EXISTS IN THE NATURAL STATE OF LESS THAN 25%. THEREFORE 35.62 ACRES X 3 DU/A = 106.86 UNITS. FOR NATURAL SLOPES EXCEEDING 25%, OUR PROJECT CONTAINS 25.97 ACRES, OF WHICH 100% WILL BE GRADED. PER THE HILLSIDE GRADING ORDINANCE, ONLY 10% OF THE MAXIMUM PERMITTED DENSITY (25.97 X .10 X 3) = 7.79 DU, FOR A TOTAL MAXIMUM NO. OF 114.66 OR 114 DU, PER THE EXISTING GENERAL PLAN



DATE PLOTTED: 05-04-2023

TENTATIVE TRACT NO. 37895

CORONA, CA

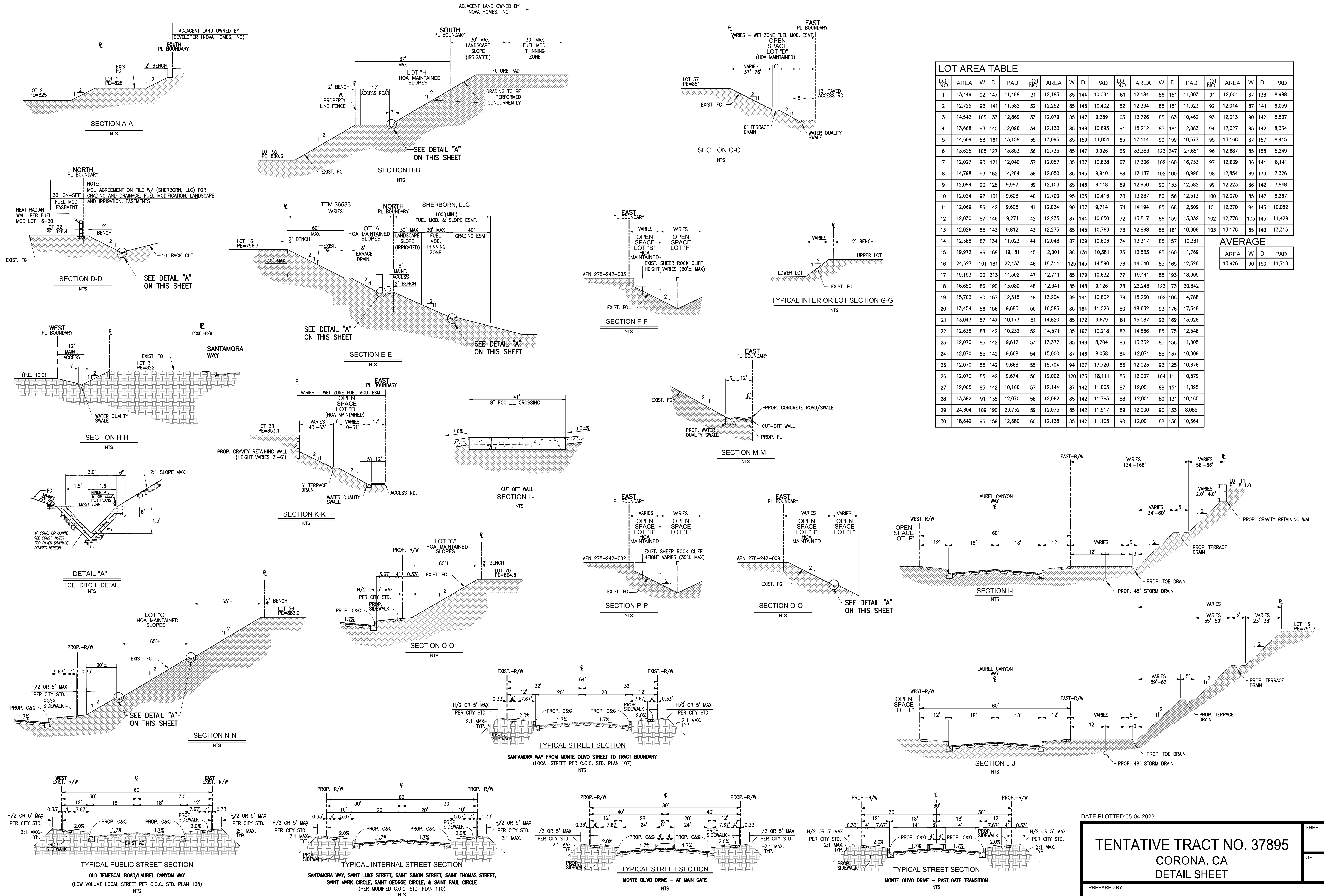
TENTATIVE MAP - OPTION 1A

PREPARED BY: **A&B** ARMSTRONG & BROOKS CONSULTING ENGINEERS
 PLANNING - INFRASTRUCTURE - SITE DEVELOPMENT - WATER RESOURCES
 1850 EAST CHASE DRIVE CORONA, CA 92882
 P: 951-872-8400 F: 951-872-8430

SHEET 1A OF 6

REVISIONS

TENTATIVE TRACT NO. 37895



LOT AREA TABLE														
LOT NO.	AREA	W	D	PAD	LOT NO.	AREA	W	D	PAD	LOT NO.	AREA	W	D	PAD
1	13,449	92	147	11,498	31	12,183	85	144	10,094	61	12,184	86	151	11,003
2	12,725	93	141	11,382	32	12,252	85	145	10,402	62	12,334	85	151	11,323
3	14,542	105	133	12,869	33	12,079	85	147	9,259	63	13,726	85	163	10,462
4	13,668	93	140	12,096	34	12,130	85	148	10,695	64	15,212	85	181	12,083
5	14,609	88	161	13,158	35	13,095	85	159	11,851	65	17,114	90	159	10,577
6	13,625	108	127	13,853	36	12,735	85	147	9,926	66	33,383	123	247	27,851
7	12,027	90	121	12,040	37	12,057	85	137	10,638	67	17,306	102	160	16,733
8	14,798	93	162	14,284	38	12,050	85	143	9,940	68	12,187	102	100	10,990
9	12,094	90	128	9,997	39	12,103	85	146	9,148	69	12,950	90	133	12,382
10	12,024	92	131	9,608	40	12,700	95	135	10,416	70	13,287	86	156	12,513
11	12,069	86	142	9,605	41	12,034	90	137	9,714	71	14,194	85	168	12,609
12	12,030	87	146	9,271	42	12,235	87	144	10,650	72	13,817	86	159	13,832
13	12,026	85	143	9,812	43	12,275	85	145	10,769	73	12,868	85	161	10,906
14	12,388	87	134	11,023	44	12,048	87	139	10,603	74	13,317	85	157	10,381
15	19,972	96	168	19,181	45	12,001	86	131	10,381	75	13,533	85	160	11,769
16	24,627	101	181	22,453	46	18,314	125	145	14,590	76	14,040	85	165	12,328
17	19,193	90	213	14,502	47	12,741	85	179	10,632	77	19,441	86	193	18,909
18	16,650	86	190	13,080	48	12,341	85	148	9,126	78	22,246	123	173	20,842
19	15,703	90	167	12,515	49	13,204	89	144	10,602	79	15,260	102	108	14,788
20	13,454	86	156	9,685	50	16,585	85	164	11,026	80	18,632	93	176	17,348
21	13,043	87	147	10,173	51	14,620	85	172	9,679	81	15,087	92	169	13,028
22	12,638	88	142	10,232	52	14,571	85	167	10,218	82	14,886	85	175	12,548
23	12,070	85	142	9,612	53	13,372	85	149	8,204	83	13,332	85	156	11,805
24	12,070	85	142	9,668	54	15,000	87	146	8,038	84	12,071	85	137	10,009
25	12,070	85	142	9,668	55	15,704	94	137	17,720	85	12,023	93	125	10,676
26	12,070	85	142	9,674	56	19,002	120	173	18,111	86	12,007	104	111	10,579
27	12,065	85	142	10,166	57	12,144	87	142	11,665	87	12,001	88	151	11,895
28	13,382	91	135	12,070	58	12,062	85	142	11,765	88	12,001	89	131	10,465
29	24,604	109	190	23,732	59	12,075	85	142	11,517	89	12,000	90	133	8,085
30	18,649	96	159	12,680	60	12,138	85	142	11,105	90	12,001	88	136	10,364

AVERAGE			
AREA	W	D	PAD
13,926	90	150	11,718

DATE PLOTTED: 05-04-2023

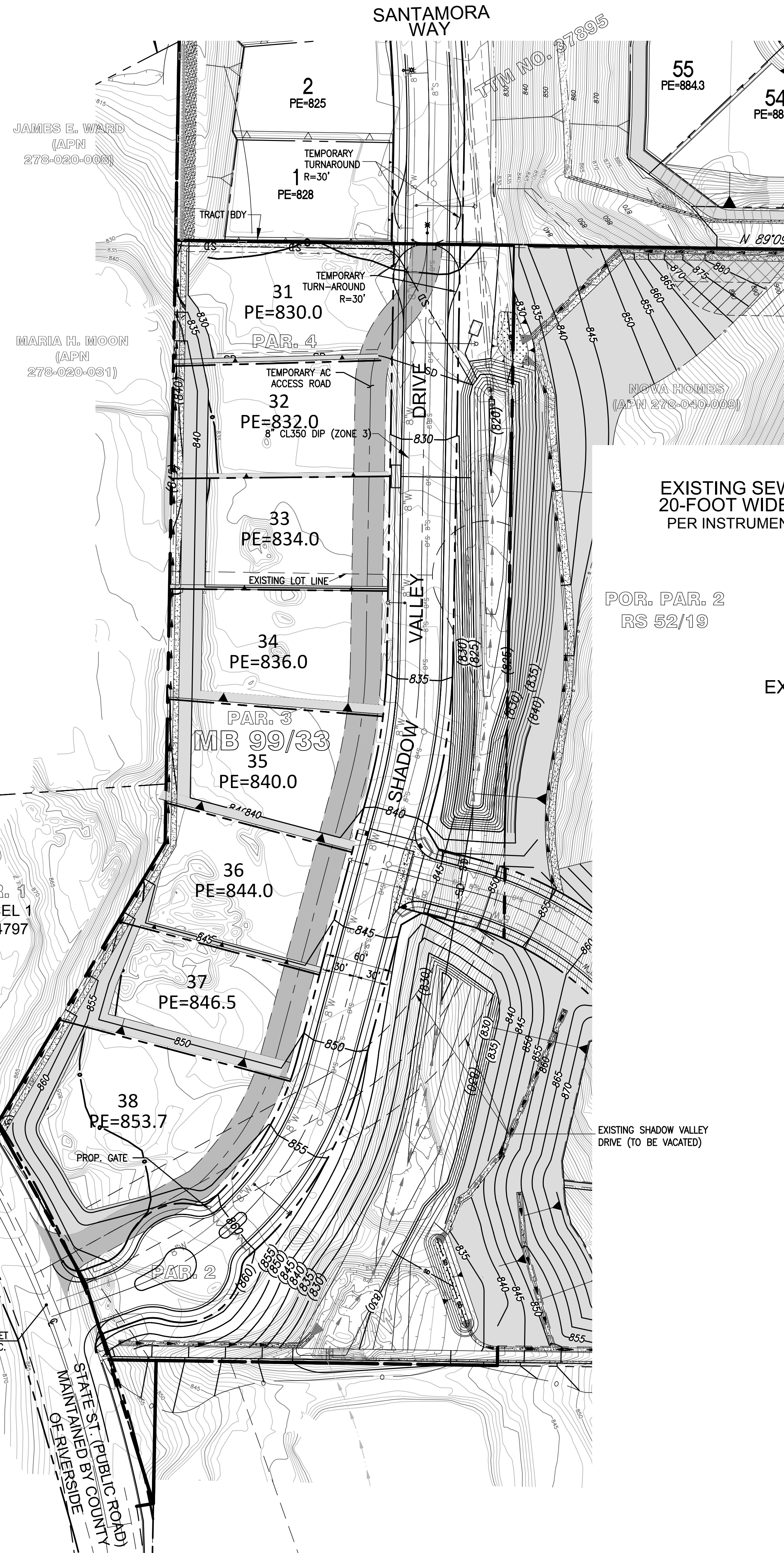
TENTATIVE TRACT NO. 37895
 CORONA, CA
 DETAIL SHEET

PREPARED BY:
A&B ARMSTRONG & BROOKS CONSULTING ENGINEERS
 PLANNING - INFRASTRUCTURE - SITE DEVELOPMENT - WATER RESOURCES
 1840 EAST CHASE DRIVE - CORONA, CA 92882
 P: 951 - 872 - 8400 F: 951 - 872 - 8490

Date	By	REVISIONS	App'd

TENTATIVE TRACT NO. 37895

PRIVATE STREETS, GATED, FULL SECONDARY ACCESS



CITY OF CORONA
COUNTY OF RIVERSIDE

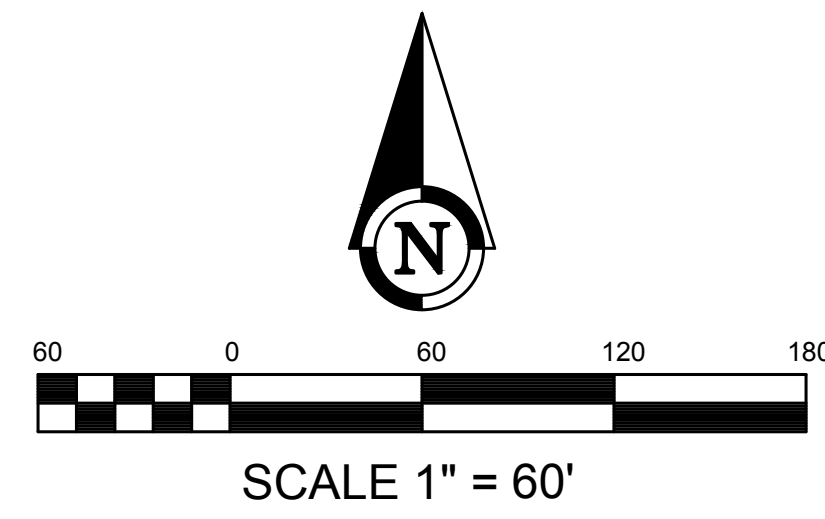
EXISTING SEWER ALIGNMENT IN
20-FOOT WIDE EASEMENT (TYP.)
PER INSTRUMENT# 2014-0221857

POR. PAR. 2
RS 52/19

POR. PAR. 2
RS 38/2

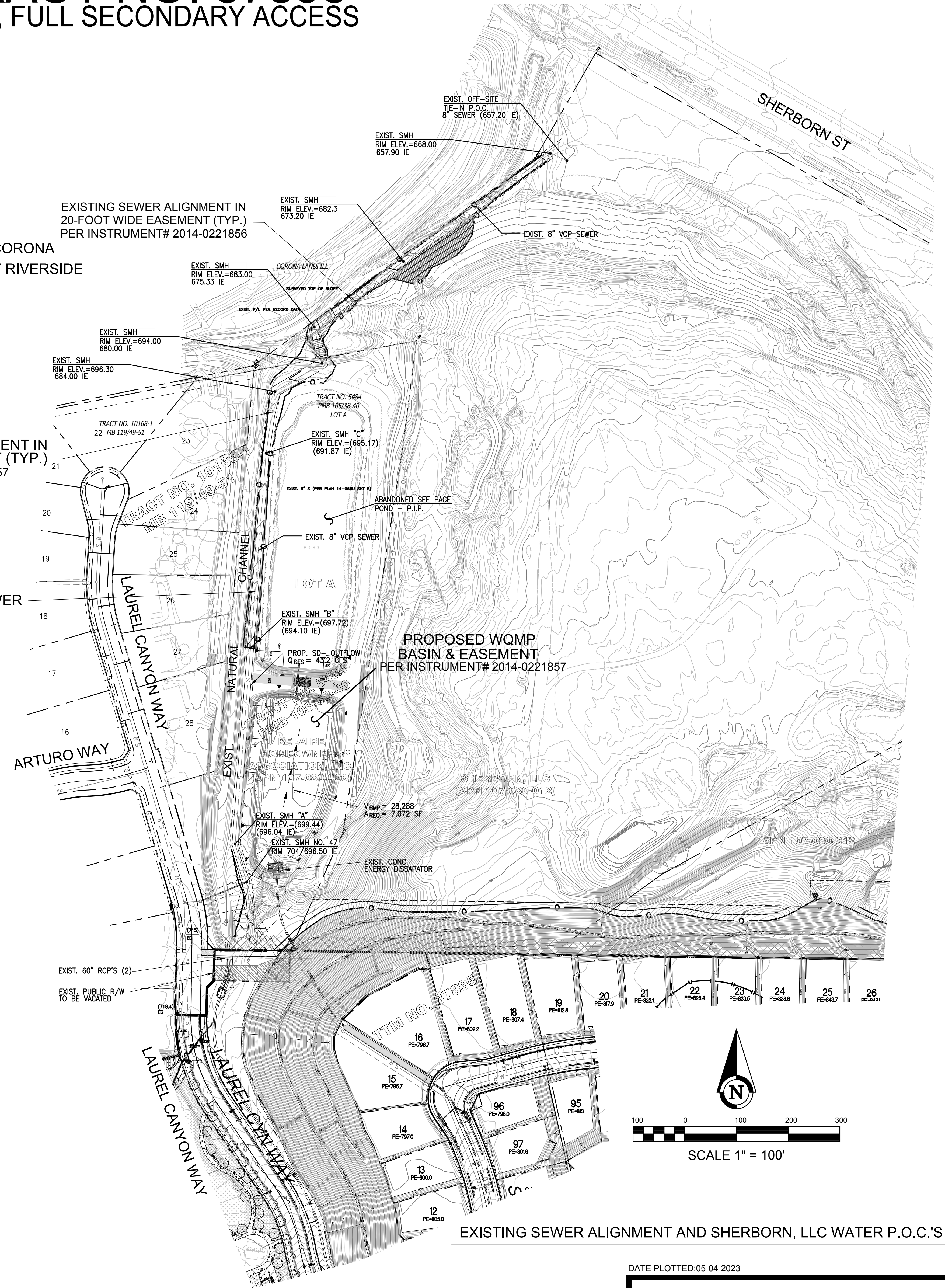
PAR. 1
PARCEL 1
PM 14797

EXISTING SHADOW VALLEY
DRIVE (TO BE VACATED)



TTM 37142 (COUNTY OF RIVERSIDE)
(SECONDARY ACCESS-PRIVATE STREETS, GATED ACCESS ONLY)

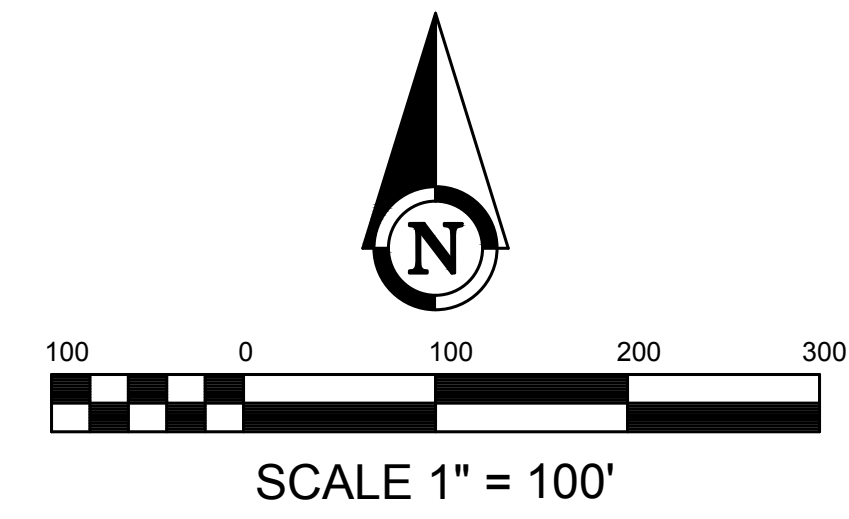
SCALE: 1"=60'



EXISTING SEWER

PROPOSED WQMP
BASIN & EASEMENT
PER INSTRUMENT# 2014-0221857

EXIST. 60" RCP'S (2)
EXIST. PUBLIC R/W
TO BE VACATED



EXISTING SEWER ALIGNMENT AND SHERBORN, LLC WATER P.O.C.'S

DATE PLOTTED:05-04-2023

TENTATIVE TRACT NO. 37895
CORONA, CA
OFF-SITE DETAILS - OPTION 1A

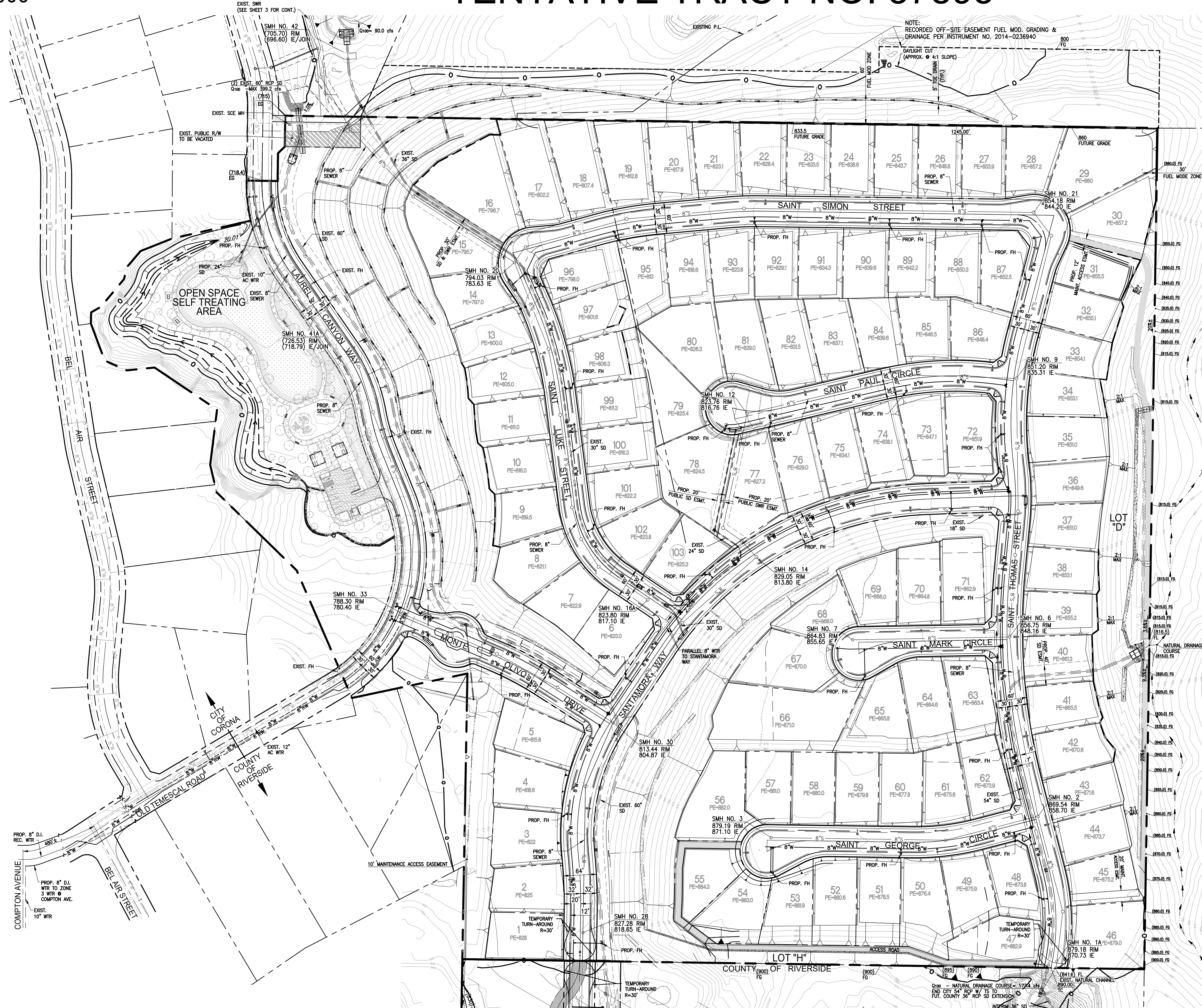
SHEET
3A
OF
6

PREPARED BY:

A & B ARMSTRONG & BROOKS CONSULTING ENGINEERS
PLANNING INFRASTRUCTURE SITE DEVELOPMENT WATER RESOURCES
1850 EAST CHASE DRIVE CORONA, CA 92882
P: 951-872-8400 F: 951-872-8430

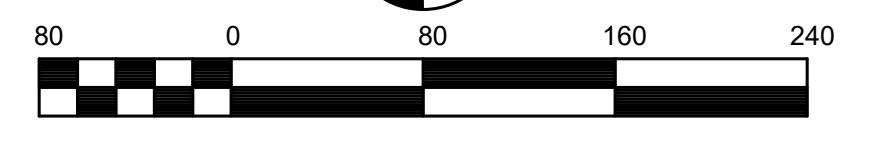
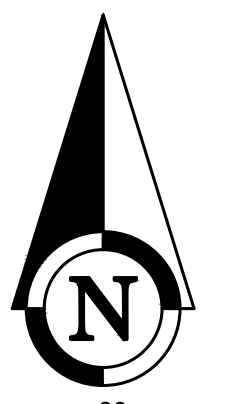
Date	By	REVISIONS	App'd

TENTATIVE TRACT NO. 37895



LEGEND

- PROP. BOUNDARY
- RETAINING WALL (WALL HEIGHT PER PLAN)
- CUT/FILL LINE
- EXIST. GAS
- EXIST. ELEC
- EXIST. 6" WATER
- EXIST. 8" WATER
- EXIST. 10" WATER
- EXIST. 12" WATER
- EXIST. 8" RECLAIMED WATER
- EXIST. 8" SEWER
- EXIST. STORM DRAIN
- PROPOSED 8" WATER LINE
- PROPOSED 8" SEWER LINE
- PROPOSED STORM DRAIN LINE
- EXISTING SLOPES
- PROPOSED SLOPES



DATE PLOTTED:09-13-2022

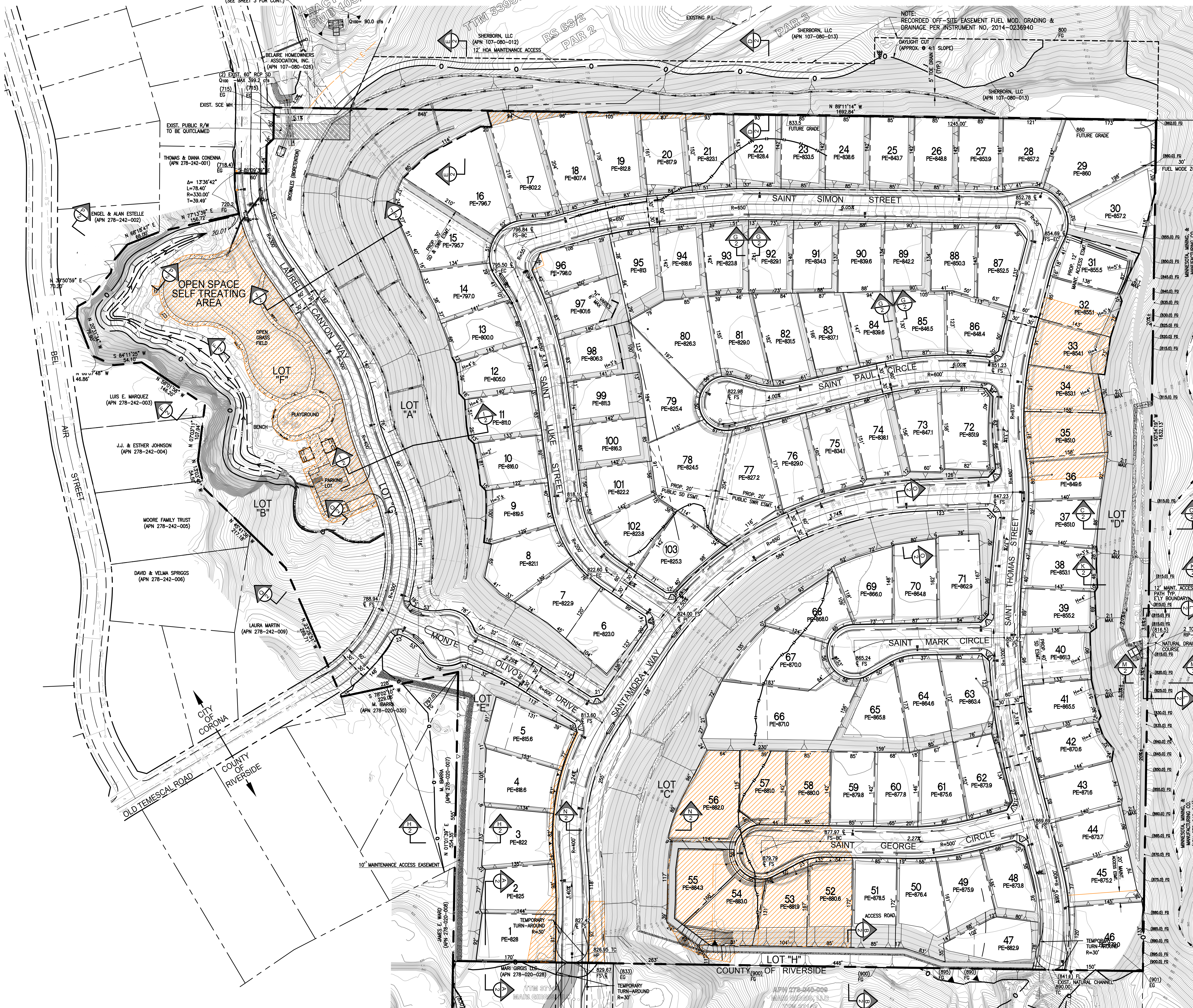
TENTATIVE TRACT NO. 37895
 CORONA, CA
 COMPOSITE UTILITY MAP

SHEET
 4
 OF
 6

PREPARED BY:
A & B ARMSTRONG & BROOKS CONSULTING ENGINEERS
 PLANNING - INFRASTRUCTURE - SITE DEVELOPMENT - WATER RESOURCES
 1350 EAST CHASE DRIVE - CORONA, CA 92882
 P: 951 - 872 - 8400 F: 951 - 372 - 8430

Date	By	REVISIONS	App'd

TENTATIVE TRACT NO. 37895



LEGEND

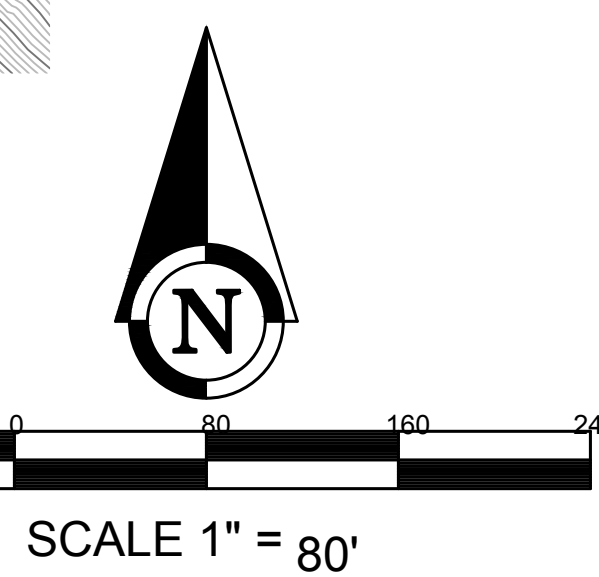
- PROP. BOUNDARY
- RETAINING WALL (WALL HEIGHT PER PLAN)
- CUT/FILL LINE
- EXIST. GAS
- EXIST. ELEC.
- EXIST. 8" WATER
- EXIST. 8" WATER
- EXIST. 10" WATER
- EXIST. 12" WATER
- EXIST. 8" RECLAIMED WATER
- EXIST. 8" SEWER
- EXIST. STORM DRAIN
- PROPOSED 8" WATER LINE
- PROPOSED 8" SEWER LINE
- PROPOSED STORM DRAIN LINE
- EXISTING SLOPES
- PROPOSED SLOPES
- EXIST. R/W TO BE OUTCLAIMED
- EXISTING POC SWALE
- PROPOSED POC SWALE
- FUTURE GRADING (APPROX. 6 AC)

DATE PLOTTED:05-04-2023

TENTATIVE TRACT NO. 37895
 CORONA, CA
 CONCEPTUAL GRADING PLAN

SHEET
 5
 OF
 6

PREPARED BY:
A & B ARMSTRONG & BROOKS CONSULTING ENGINEERS
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 1350 EAST CHASE DRIVE - CORONA, CA 92882
 P: 951 - 872 - 8400 F: 951 - 372 - 8430



Date	By	REVISIONS	App'd

TENTATIVE TRACT NO. 37895



LEGEND

- PROP. BOUNDARY
- RETAINING WALL (WALL HEIGHT PER PLAN)
- CUT/FILL LINE
- EXIST. GAS
- EXIST. ELEC
- EXIST. 6" WATER
- EXIST. 8" WATER
- EXIST. 10" WATER
- EXIST. 12" WATER
- EXIST. 6" RECLAIMED WATER
- EXIST. 8" SEWER
- EXIST. STORM DRAIN
- PROPOSED 8" WATER LINE
- PROPOSED 8" SEWER LINE
- PROPOSED STORM DRAIN LINE
- EXISTING SLOPES
- PROPOSED SLOPES
- THINNING ZONE - HOA MAINTAINED (100% REMOVAL NATIVE SHRUBS) FUEL MODIFICATION EASEMENT
- WET ZONE - HOA MAINTAINED (100% REMOVAL NATIVE SHRUBS) FUEL MODIFICATION EASEMENT
- WET ZONE - HOA MAINTAINED (100% REMOVAL NATIVE SHRUBS) FUEL MODIFICATION EASEMENT
- WET ZONE - HOMEOWNER MAINTAINED (100% REMOVAL NATIVE SHRUBS)
- WET ZONE - HOA MAINTAINED (LIMITED NATIVE GRASSES) SPECIAL MAINTENANCE AREA
- WET ZONE - HOMEOWNER MAINTAINED (LIMITED NATIVE GRASSES) SPECIAL MAINTENANCE AREA
- EXIST. R/W TO BE OUTCLAIMED
- EXISTING PCC SWALE
- PROPOSED PCC SWALE

HOA MAINTAINED LOTS

LOT "A"	222,805 S.F.
LOT "B"	75,335 S.F.
LOT "C"	150,843 S.F.
LOT "D"	97,302 S.F.
LOT "E"	46,966 S.F.
LOT "F"	146,813 S.F.
LOT "G"	64,965 S.F.
LOT "H"	18,332 S.F.
TOTAL	825,358 S.F.



SCALE 1" = 80'

DATE PLOTTED: 05-04-2023

TENTATIVE TRACT NO. 37895
CORONA, CA
SLOPE EXHIBIT

SHEET 6 OF 6

PREPARED BY:
A&B ARMSTRONG & BROOKS CONSULTING ENGINEERS
PLANNING INFRASTRUCTURE SITE DEVELOPMENT WATER RESOURCES
1850 EAST CHASE DRIVE - CORONA, CA 92882
P: 951 - 872 - 8400 F: 951 - 872 - 8430

Date	By	REVISIONS	App'd

Install new gates at Riverside Canal Maintenance access road (orange)
Timing = 1

Install new fencing to connect between existing fencing and walls (Orange)
Timing = 1

Please note that all fence locations on this graphic are approximate and will be field verified based on existing fence locations and property line boundaries.

Timing Legend:
1 = Completed prior to Planning Commission Hearing.
2 = Completed within 30 days following PC Hearing or before City Council hearing.
3 = Completed 90 days from City Council hearing or 120 days from Planning Commission hearing if no City Council hearing.

Install chain link fence along Salazar property line (pink)
Timing = 1

Existing Fencing to Remain in Place (purple)

Repair/Replace existing fencing (blue)
Timing = 1

EXHIBIT 3

Install new gates at access road (Green)
Timing = 1

Install new gates at Riverside Canal access road (Orange)
Timing = 3

Install new fencing to connect to existing fencing (orange)
Timing = 3



EXHIBIT B

Please note that all fence locations on this graphic are approximate and will be field verified based on existing fence locations and property line boundaries.

Timing Legend:
1 = Completed prior to Planning Commission Hearing.
2 = Completed within 30 days following PC Hearing or before City Council hearing.
3 = Completed 90 days from City Council hearing or 120 days from Planning Commission hearing if no City Council hearing.

Create a pathway connection (light blue)
Timing = 3

Remove boulders and construction debris
Timing = 3

Existing fencing to remain in place (purple)

Install new fencing (orange)
Timing = 3

Re-arrange boulders in this area and place along Laurel Canyon.
Timing = 2

Repair/replace existing fencing (blue)
Timing = 1

Install new gates at access road (green)
Timing = 1



CARLSON STRATEGIC LAND SOLUTIONS, INC.

February 27, 2025

Sandra Vanian
Planning Manager
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

Subject: Monte Olivo Tract Map 37895

Dear Sandra,

In May 2024, the Monte Olivo applicant team hired Marice DePasquale from MConsensus and me to assist with the re-entitlement of Tentative Tract Map No. 37895. TTM No. 37895 was previously approved, and the Project site graded. All building pads and roads have been rough graded, off-site backbone utilities installed, and on-site storm drain installed. Following grading, the Tentative Tract Map expired one day prior to the Applicant's extension request. Since then, the Project site has sat idle in a partially finished state.

Planning Commission hearings were held on December 11, 2023, and February 12, 2024. At the hearing on February 12, 2024, the Applicant team was directed to meet with surrounding neighbors to try to resolve outstanding differences. Since May 2024, Marice and I have reached out to the neighbors on 61 separate occasions in text, email, phone, and meetings. Attachment A to this letter is the log of meetings, including copies of emails and text messages.

We began with Mr. Chris Salazar, who lives adjacent to the Project site and is the new President of the Bel Aire Homeowner's Association. Mr. Salazar was very generous with his time, meeting us on-site twice, giving us tours of his property and the Bel Aire Association property. Numerous other phone, text, and email exchanges occurred with Mr. Salazar, resulting in a comprehensive list of Mr. Salazar and presumably the Bel Aire Association's concerns. I sent Mr. Salazar two letters, one on July 15, 2024, and the other on September 3, 2024. Both letters are included as Attachments B and C, respectively.

The letters provided a summary of the Bel Aire Association's concerns and the Applicant's commitment to addressing those concerns. Following the first letter of July 15, 2024, Mr. Salazar provided feedback, which was included in the letter dated September 3, 2024. Based on our conversations with Mr. Salazar, we understand the community's concerns to include:

1. Fencing around the Bel Aire HOA ponds
2. Fencing along Salazar rear property boundary
3. Removal of the boulders on the Bel Aire HOA property
4. Re-establishment of access to the east side of the Bel Aire HOA ponds
5. Clean-up of the boulders and debris on the Monte Olivo property fronting Laurel Canyon Way as you enter your neighborhood

EXHIBIT 4

The letter dated September 3, 2024, included graphics showing the locations of fence installation and boulder removal. The graphics also included a three-tier schedule of completing the work, as follows:

- 1= Completed prior to Planning Commission Hearing.
- 2= Completed within 30 days following PC Hearing or before City Council hearing.
- 3= Completed 90 days from City Council hearing or 120 days from Planning Commission hearing if no City Council hearing.

In addition to calls and meetings with City residents within the Bel Aire HOA, we had numerous calls with County residents who expressed their concerns. We reached out to all members of the public who submitted speaker cards at both Planning Commission hearings and met with or spoke with everyone who accepted our invitation.

We understand this Project has a long history and unfortunately it is impossible to change the past. The Project design is set and nearly all constructed. Therefore, any continuing objections or grievances about what has already been constructed are not resolvable. However, during our discussions with the neighbors, the majority of the comments were not about past grievances, but rather about moving forward and regaining trust between the Applicant and neighborhood. It appears to us that the neighbors would like to see this Project completed, BUT in a manner where the Applicant is a good neighbor, replaces the fencing, and cleans up the frontage along Laurel Canyon Road, which is the gateway to this neighborhood. All of those requests are very doable and have been agreed to by the Applicant. Attachment D is a graphic that summarizes the results of our community meetings.

In good faith, the Applicant has already constructed the fencing around the Bel Aire HOA ponds and in the rear yard of Mr. Salazar. We agree with the neighbors that this fencing is important to secure the ponds and discourage any transient traffic through the HOA pond area. The Applicant is also ready to continue to resolve the remaining items outlined within the letter to Mr. Salazar and the Bel Aire HOA following the public hearings.

With this outreach work complete, we would like to move forward with the reinstatement of Tentative Tract Map No. 37895 and be placed on the next available Planning Commission agenda.

If you have any questions, please contact me at pcarlson@carlsonsls.com or 949-289-3625.

Sincerely,



Peter K. Carlson
President

Attachments

- Attachment A - Outreach Log
- Attachment B - Letter to Mr. Salazar dated July 15, 2024

Monte Olivo Tract Map 37895

February 27, 2025

Page 3

- Attachment C - Letter to Mr. Salazar dated September 3, 2024
- Attachment D - Graphic Summarizing Community Meetings Results

Attachment A

OUTREACH LOG

Monte Olivo Outreach Log

Date	Description	Notes
02/20/25	MD text Chris Salazar	Update re fence installation
01/21/25	MD/PC meet w/CM Casillas	update and briefing meeting
01/14/25	MD email CM Casillas	Request to meet
01/10/25	MD text Arlington	Request to meet
12/11/24	MD email PC Alexander and Longwell	Follow-up on request to meet
12/11/24	MD email CM Craig Siqueland	Follow-up on request to meet
11/20/24	MD email CM Craig Siqueland	Request to meet
11/18/24	MD email PC Alexander and Longwell	Request to meet
11/05/24	MD meeting w/Howard Pyles	Call, listen to concerns, give update on project status
10/31/24	MD meeting w/Julie Trapp	site meeting
10/29/24	MD email Julie Trapp	confirms meeting
10/24/24	MD email Julie Trapp	scheduling
10/24/24	MD meeting w/David Dirig	Call, listen to concerns, give update on project status
10/23/24	MD meeting w/Barry Wagner	Call, listen to concerns, give update on project status
10/22/24	MD email Wagner	Request to meet
10/22/24	MD email Pyles	Request to meet
10/22/24	MD email Brown	Request to meet
10/22/24	MD email Fox	Request to meet
10/22/24	MD email Dirig	Request to meet
10/22/24	MD email Stoecklein	Request to meet
10/22/24	MD email Mark	Request to meet
10/22/24	MD email Julie Trapp	scheduling
09/27/24	MD text Chris Salazar	meeting followup
09/23/24	MD email Arlington	followup on intro and offer to meet
09/19/24	MD text Chris Salazar	meeting followup
09/16/24	MD email Arlington	intro and offer to meet
09/09/24	Chris Salazar text MD	respond setting HOA meeting
09/09/24	MD text Chris Salazar	meeting followup
09/04/24	MD email Chris Salazar	send revised letter
08/28/24	Site Mtg PC/MD/CS	site visit to walk property and determine needs
08/28/24	Chris Salazar text MD	confirms meeting

Monte Olivo Outreach Log

Date	Description	Notes
08/28/24	Chris Salazar text MD	scheduling
08/26/24	MD text Chris Salazar	update on rocks and revised letter email; setup 2nd meeting
08/14/24	Chris Salazar email MD	follow-up re: rocks
08/14/24	MD email Chris Salazar	follow-up re: rocks
08/14/24	MD text Chris Salazar	alert to check email for letter
08/07/24	MD text Chris Salazar	followup to meeting
08/07/24	Chris Salazar text MD	responds to letter, brings up additional rocks
07/31/24	MD email Chris Salazar	follow-up to meeting, attached draft letter
07/31/24	MD text Chris Salazar	alert to check email for letter
07/25/24	MD email Chris Salazar	follow-up to meeting, attached draft letter
07/16/24	MD email Chris Salazar	follow-up to meeting, attached draft letter
07/05/24	MD email Chris Salazar	response
07/05/24	MD email Chris Salazar	followup and informaiton
06/24/24	MD text Chris Salazar	meeting confirmation
06/24/24	Chris Salazar email MD	response
06/24/24	MD email Chris Salazar	followup and informaiton
06/23/24	Chris Salazar email MD	response
06/23/24	MD email Chris Salazar	followup and informaiton
06/19/24	Chris Salazar email MD	response
06/19/24	MD email Chris Salazar	followup and informaiton
06/18/24	MD email Chris Salazar	followup and informaiton
06/18/24	Chris Salazar email MD	response
05/28/24	Chris Salazar text MD	meeting scheduling
05/28/24	MD text Chris Salazar	meeting confirmation
05/22/24	Chris Salazar email MD	response
05/22/24	MD email Chris Salazar	followup to meeting setting
05/21/24	MD email Chris Salazar	meeting setting
05/20/24	Chris Salazar email MD	respond, willing to meet
05/20/24	MD email Chris Salazar	outreach, offer to meet
05/17/24	MD email Dwight Peterson	outreach, offer to meet

EMAILS TO COMMUNITY



Re: Monte Olivo Project

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: Chris Salazar <coronaplumber@gmail.com>

Wed, May 22, 2024 at 9:13 AM

Great I'll put it in our calendars and just let me know where you'd like to meet. If you'd like us to come to your home we are happy to, also happy to meet where it is most convenient for you.

Sent from my iPhone
Marice H. DePasquale
(949) 433-4261

On May 22, 2024, at 08:51, Chris Salazar <coronaplumber@gmail.com> wrote:

I think that would wk

Thank you, Chris
H.M.S.
951-818-0246
Coronaplumber@gmail.com
Cs#1020035
On May 21, 2024 at 3:59 PM -0600, Marice H. DePasquale <marice@mconsensus.com>, wrote:

Would 1 p.m. on Tuesday, May 28th work?

Marice H. DePasquale
Principal
<image001.jpg>
2973 Harbor Blvd., #143
Costa Mesa, CA 92626
(949) 433-4261

From: Chris Salazar <coronaplumber@gmail.com>
Sent: Monday, May 20, 2024 5:05 PM
To: Marice H. DePasquale <marice@mconsensus.com>
Subject: RE: Monte Olivo Project

The 29th definitely would not work, the 28th is more likely, since my daughter graduates on The 29th

Thank you, Chris
H.M.S.
951-818-0246
Coronaplumber@gmail.com
Cs#1020035

On May 20, 2024 at 5:03 PM -0700, Marice H. DePasquale <marice@mconsensus.com>, wrote:

OKAY!!! Does either the 28th or 29th of next week work for you?

MD

Marice H. DePasquale
Principal
<image001.jpg>
2973 Harbor Blvd., #143
Costa Mesa, CA 92626
(949) 433-4261

From: Chris Salazar <coronaplumber@gmail.com>
Sent: Monday, May 20, 2024 5:01 PM
To: Marice H. DePasquale <marice@mconsensus.com>
Subject: Re: Monte Olivo Project

I would definitely like to sit down and discuss our grievances with how everything has been handled up To this point. We definitely have waited quite sometime to have our neighborhood restored back to a presentable condition.

Thank you, Chris
H.M.S.
951-818-0246
Coronaplumber@gmail.com
Cs#1020035

On May 20, 2024 at 4:58 PM -0700, Marice H. DePasquale <marice@mconsensus.com>, wrote:

Mr. Salazar, the team that owns the adjacent property to your home and HOA has retained me, and an entire new team. My role is to work directly with our neighbors. I know there is quite a bit of history, and I wanted to make sure that you were the first person I reached out to. If you are amenable to getting together, my colleague Peter and I would very much like to sit down and listen to what you have to say and share where we are in the process. We are both available on either the 28th or the 29th to meet. Please let me know if either of those dates work for you. We will come to you, just let me know.

Warm regards, MD

Marice H. DePasquale

Principal

<image001.jpg>

2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



RE: Reschedule meeting

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: Chris Salazar <coronaplumber@gmail.com>

Tue, Jun 18, 2024 at 2:24 PM

Does Monday at 11 a.m. work?

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261

From: Chris Salazar <coronaplumber@gmail.com>
Sent: Tuesday, June 18, 2024 9:26 AM
To: Marice H. DePasquale <marice@mconsensus.com>
Subject: Re: Reschedule meeting

Monday mid morning work?

Thank you, Chris
H.M.S.
951-818-0246
Coronaplumber@gmail.com
Cs#1020035

On Jun 18, 2024 at 10:25 AM -0600, Marice H. DePasquale <marice@mconsensus.com>, wrote:

Good morning! I am reaching back out to see if we can reschedule a time to meet? Let me know if there are any days next week that work for you and what time would be good. Have a nice afternoon.

Sent from my iPhone

Marice H. DePasquale

(949) 433-4261



Fwd: Meeting Follow-up

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: Chris Salazar <coronaplumber@gmail.com>
Cc: Peter Carlson <pcarlson@carlsonsls.com>

Wed, Jul 31, 2024 at 6:12 PM

Here you go!!!

Sent from my iPhone
Marice H. DePasquale
(949) 433-4261

Begin forwarded message:

From: "Marice H. DePasquale" <marice@mconsensus.com>
Date: July 25, 2024 at 12:28:27 PDT
To: Chris Salazar <coronaplumber@gmail.com>
Cc: Peter Carlson <pcarlson@carlsonsls.com>
Subject: Fwd: Meeting Follow-up

Good afternoon, i hope you are well. I am following up to the email I sent you last week. Have you had a chance to review? We will gladly get on a call, meet, etc. Thanks!

Marice H. DePasquale
Principal
MConsensus
(949) 433-4261 (c)

Begin forwarded message:

From: "Marice H. DePasquale" <marice@mconsensus.com>
Date: July 16, 2024 at 11:13:01 PDT
To: Chris Salazar <coronaplumber@gmail.com>
Cc: Peter Carlson <pcarlson@carlsonsls.com>
Subject: Meeting Follow-up

Thank you again for being so generous with your time. Peter and I have been working with the team to get a jump on the issues we discussed. We would appreciate you taking the time to review and letting us know if this addresses your concerns. I look forward to hearing from you.


Warm regards, MD

Marice H. DePasquale
Principal

2973 Harbor Blvd., #143
Costa Mesa, CA 92626
(949) 433-4261

2 attachments

 image001.jpg
3K

 Salazar letter 071524.pdf
717K



Marice H. DePasquale <marice@mconsensus.com>

Rocks

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: Chris Salazar <coronaplumber@gmail.com>

Wed, Aug 14, 2024 at 11:59 AM

Are these the rocks? I will have the letter revised and we can begin moving forward as soon as we get your sign off.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261

 **Aerial re Rocks.pdf**
364K



Re: Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: Julie Trapp <jitrapp1@yahoo.com>

Tue, Oct 29, 2024 at 9:54 PM

Yes. That works fine. I'll see you there.

Sent from my iPhone
Marice H. DePasquale
(949) 433-4261

On Oct 29, 2024, at 20:51, Julie Trapp <jitrapp1@yahoo.com> wrote:

Hello,
I just got back into town tonight. Let me know if Thursday morning is still good for you. We can meet at the property entrance on Laurel Canyon and Old Temescal. Is 10:00 good with you?
Julie

On Oct 24, 2024, at 2:51 PM, Marice H. DePasquale <marice@mconsensus.com> wrote:

Thank you for getting back to me. Thursday, October 31 in the morning works great. Where would you like to meet?

Marice H. DePasquale
Principal
<image001.jpg>
(949) 433-4261

From: Julie Trapp <jitrapp1@yahoo.com>
Sent: Thursday, October 24, 2024 1:25 PM
To: Marice H. DePasquale <marice@mconsensus.com>
Subject: Re: Residential Development

Hello Marice,
I would like to meet with you. I'm out of town now and will return next week Tuesday. How about we meet later next week? Maybe Thursday morning?
Julie

On Oct 22, 2024, at 3:10 PM, Marice H. DePasquale <marice@mconsensus.com> wrote:

Mr & Mrs Trapp, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale
Principal
<image001.jpg>
2973 Harbor Blvd., #143
Costa Mesa, CA 92626
(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development Outreach

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: bishopipefreezing@yahoo.com

Tue, Oct 22, 2024 at 3:08 PM

Mr. Wagner, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: adventure.brown.crew@gmail.com

Tue, Oct 22, 2024 at 3:09 PM

Mr. Brown, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: jjtrapp1@yahoo.com

Tue, Oct 22, 2024 at 3:10 PM

Mr & Mrs Trapp, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: carolsteck03@gmail.com

Tue, Oct 22, 2024 at 3:11 PM

Ms. Stoecklein, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: jlpyles1959@gmail.com

Tue, Oct 22, 2024 at 3:12 PM

Ms. Pyles, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: adventure.crew.brown@gmail.com

Tue, Oct 22, 2024 at 3:14 PM

Mr. Brown, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: bishoppipefreezing@yahoo.com

Tue, Oct 22, 2024 at 3:14 PM

Mr. Wagner, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: hspyles@gmail.com

Tue, Oct 22, 2024 at 3:15 PM

Mr. Pyles, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: mark@hillsidepools.com

Tue, Oct 22, 2024 at 3:16 PM

Good afternoon Mark, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: hjpyles@gmail.com

Tue, Oct 22, 2024 at 3:17 PM

Mr. Pyles, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: michaelstarfox@me.com

Tue, Oct 22, 2024 at 3:18 PM

Mr. Fox, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: ddirig@icloud.com

Tue, Oct 22, 2024 at 3:18 PM

Mr. Dirig, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261



Marice H. DePasquale <marice@mconsensus.com>

RE: Residential Development

1 message

Marice H. DePasquale <marice@mconsensus.com>
To: Howard Pyles <hjpyles@gmail.com>

Thu, Oct 24, 2024 at 2:54 PM

Thank you for responding. When do you have time to meet?

Marice H. DePasquale

Principal



(949) 433-4261

From: Howard Pyles <hjpyles@gmail.com>
Sent: Thursday, October 24, 2024 9:05 AM
To: Marice H. DePasquale <marice@mconsensus.com>
Subject: Re: Residential Development

I'm open to a meeting

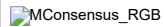
On Tue, Oct 22, 2024, 3:17 PM Marice H. DePasquale <marice@mconsensus.com> wrote:

Mr. Pyles, my name is Marice DePasquale. I have been hired by the landowner adjacent to your property proposing a re-approval of residential. I know you spoke with the prior team and at the last hearing. We would like to request a small amount of your time to meet and discuss the issues with you. We are happy to come to you, please let us know if you are open to meeting. We have been meeting and speaking with Chris Salazar in the Bel Aire Homes neighborhood as well. I can be reached via email or at 949-433-4261. Thank you in advance for your time.

MD

Marice H. DePasquale

Principal



2973 Harbor Blvd., #143

Costa Mesa, CA 92626

(949) 433-4261

TEXT MESSAGES W/CHRIS SALAZAR

iMessage
Tue, May 28 at 10:26 AM

Good morning - this is Marice we have a meeting setup at 1 pm - confirming that still works for you! Thanks!

I'm not sure what this meeting is for. I don't have any communication with you.

This is the first message I have.

The Monte Olivo project we've spoken over email

Tue, May 28 at 12:44 PM

Oh my apologies

No problem it happens! We will need to reschedule though

Ok 👍

Does Thursday or Friday work?

I'll shoot you an email later today or first thing in the morning with some other times that will work for us. Have a nice rest of your afternoon and I think you mentioned you have a graduation. I hope that goes well this week as well.

Thank you 🙏

Mon, Jun 24 at 11:02 AM

Hi we are here in your driveway

Wed, Jul 31 at 6:08 PM

Good evening - I sent you an email, confirming you received - we are available to discuss. Please let me know if you received - happy to resend

I'll take a look when did you send ?

Last week! It is a follow up to our site meeting! Thanks, I'm mobile but happy to resend.

Gotcha it's probably buried I get a lot of emails and if I didn't recognize I probably deleted or looked past it

I'll resend so it's at the top of the box it'll be from marice@MConsensus.com

Just resend! Have a nice evening

Thanks you too

Wed, Aug 7 at 4:39 PM

Just checking in to see if you had a chance to look over the email? Thanks so much!

Yes, the only thing that I am seeing that I think needs to be addressed as the pile of rocks left on our HOA property because that is a nightmare

Ok we will revise

Wed, Aug 14 at 11:59 AM

I just sent you an aerial that points out the rocks so I want to make sure we get the right ones. Take a look once I hear back from you. We'll get that letter revised and we can get moving forward! Have a great rest of your day! The aerial is in your inbox.

Mon, Aug 26 at 11:55 AM

We are good on the rocks being gone! If you are good with the letter please sign and return and we will get moving

I think we need to go over which rocks were talking here because there's a lot of rocks and you're gonna need some huge equipment to get it out

Ok do you want to do a call or have us come out and meet onsite again?

That's doable

Ok let me get with my colleague Peter and I'll get back to you

Does Wednesday at 9am work

Yes that should wk

Ok we will see you then

Wed, Aug 28 at 7:01 AM

Good morning - confirming 9

Yes if we could do 9:15-9:30 I'd appreciate it

Ok

Read

Have to run out for a bit right now and get a few jobs running

Mon, Sep 9 at 3:11 PM

Following up on the email we sent you last week - let us know your thoughts...stay cool!

We are calling a meeting and we are going to present it to the homeowners and then go from there got some feedback from Neighbors and one of them dais that they would not agree but we will discuss that

Thu, Sep 19 at 9:54 AM

Good morning! Just touching base to see if you've had your HOA meeting? Have a nice rest of your afternoon!

Fri, Sep 27 at 7:28 AM

Good morning. Following up to see if you've had the HOA meeting?

Fri, Sep 27 at 12:23 PM

No ma'am did you guys dump a bunch of concrete to block

the opening

I will check is there some there?

Somebody blocked the gate entrance

I'll find out

Nobody is here

Thank you

Mon, Oct 28 at 9:15 AM

Good morning! Just checking in - wanted to alert you as a courtesy we have started reaching out to the neighbors on the county side...let me know if you'd had a chance to convene your HOA. have a nice afternoon

We've had some talks

Nobody was happy about Another dump on our property access and made it look like more shit

The rocks etc?

Where the gate into our lake/ 7 acres is

Got it! We addressed that in our offer correct? Is there something more/else needed?

No, this was just done in the last month or so, they blocked the entrance.

Ohhhh!!!! Thanks for the intel. If you have a chance and can send a pic that would be appreciated if not no problem.

Let me see if I can get one I'm out of town

No problem thanks for the effort. I don't wanna be a burden on your time either. We will follow up with our client and see what the Hecks going on there. I'll let you know what we

near.

Ok thank you

They literally brought a tractor and scooped up broken concrete and blocked the road access to the lake area

Right, where the broken gate was

Looks even worse than a broken Gate now like somebody dumped their trash

Today 12:37 PM

Good afternoon, I am sure you have seen the staking around the site, this is to install a fence. They will also be installing it along your bak property line.

Delivered

Attachment B

CARLSON STRATEGIC LAND SOLUTIONS, INC.

July 15, 2024

Chris Salazar
1697 Laurel Canyon Way
Corona, CA 92881

Subject: Bel Aire HOA Ponds

Dear Chris:

Thank you for meeting with Marice and me on June 24, 2024. We really appreciate your time and background on the Monte Olivo project.

Based on our conversation, Marice and I understand that you personally, and the Bel Aire HOA collectively, have a concern that fencing was removed at both ends of the Riverside Canal adjacent to the Bel Aire HOA ponds, which creates both a nuisance from transients, etc. and a liability if anyone were to be hurt in the ponds. We walked away from our meeting with the understanding that if we can get the fencing issue resolved quickly then we have satisfied your, your neighbor's, and the HOA's concerns.

We have spoken with Ownership and have an agreement to replace that fencing within 30-days from you signing this letter acknowledging the proposal. We would install 6-foot-high chain link fencing at both ends of the ponds and provide gates for access to the maintenance access road along the Riverside Canal. We would connect the replacement fencing to existing fencing at both ends to secure the property. I marked up the attached aerial to explain what work would be done.

We looked at old aerial photographs from Google and couldn't see a fence along the rear of your property, however, we might not be able to see it on older aerials. I didn't denote a fence on the aerial in the rear of your property, but Ownership will replace any fences that were removed during the reconstruction of the Riverside Canal. During our meeting you said there was a previous chain link fence at the back of your property that was removed during the Riverside Canal work. Please send us photographs of that fence and we can add it to the graphic, and have that fence replaced.

Ownership is committed to replacing the fencing as soon as possible and in advance of any public hearings with the City. Earlier in this letter I indicated the work would be done within 30 days because we need time to contract with a fencing company and mobilize. However, the goal is to get this work done sooner than 30 days. We are putting this commitment in writing to give you assurance this work will take place as outlined in this letter.

In return for our commitment to replacing the fencing, we ask that you, your neighbors, and the HOA indicate that we have satisfied your outstanding concerns and do not object or testify against the approval of Tentative Tract Map 37895. We know that you have lived with an eye-sore behind your property and in the neighborhood for several years. Our goal is to have the tentative tract map re-approved by the City and move forward with completing this project as soon as possible.

Thank you again for your time and leadership. If you have any questions or comments, please let Marice and I know.

Sincerely,



Peter K. Carlson
President

ACKNOWLEDGEMENT:

By signing below, I acknowledge that I have received and reviewed the proposed replacement fencing and agree to the scope of the work. I acknowledge that the replacement fencing satisfies my concerns and the HOA's concerns. I agree that neither my family and I nor the Bel Aire HOA will object or testify against the approval of Tentative Tract Map 37895 at City of Corona public hearings.

By _____

Date: _____

Chris Salazar
1697 Laurel Canyon Way
Bel Aire HOA President

Install new gates at
Riverside Canal
Maintenance access road
(orange)

Install new fencing to connect
between existing fencing and
walls (Orange)

Please note that all fence
locations on this graphic are
approximate and will be field
verified based on existing fence
locations and property line
boundaries.

Existing Fencing
to Remain in
Place (purple)

Repair/Replace
existing fencing
(blue)

Install new fencing to
connect to existing
fencing (orange)

Install new gates at
Riverside Canal access
road (Orange)



Attachment C

CARLSON STRATEGIC LAND SOLUTIONS, INC.

September 3, 2024

Chris Salazar
1697 Laurel Canyon Way
Corona, CA 92881

Subject: Bel Aire HOA Ponds

Dear Chris:

Thank you for meeting again with Marice and me on August 28, 2024, and taking us on a tour of the HOA property. We really appreciate your time.

At the end of our conversation, we discussed that pending confirmation from your neighbors, you, your neighbors, and the Bel Aire HOA have the following concerns and this list is complete.

1. Fencing around the Bel Aire HOA ponds
2. Fencing along Salazar rear property boundary
3. Removal of the boulders on the Bel Aire HOA property
4. Re-establishment of access to the east side of the Bel Aire HOA ponds
5. Clean-up of the boulders and debris on the Monte Olivo property fronting Laurel Canyon Way as you enter your neighborhood

Timing of resolution of these issues is important. Both parties need to see progress on both sides in order to rebuild trust. Marice and I have spoken with Ownership, and they are committed to the following timeline. We hope to receive your concurrence.

- **Before September 13th** - Bel Aire HOA reviews this proposal and confirms this agreement in writing.
- **Prior to the Planning Commission Hearing** - Monte Olivo installs (1) permanent chain link fencing along the northern HOA boundary, (2) permanent chain link fencing along the rear property boundary of the Salazar property, (3) permanent chain link fencing along the HOA boundary parallel to Laurel Canyon Road, and (4) permanent chain link gate at the entry to the access road from Laurel Canyon Road.
- **Planning Commission Hearing** - The Bel Aire HOA, your neighbors, and you do not object or testify against the approval of Tentative Tract Map 37895.

- **Within 30 days following the Planning Commission Hearing or prior to the City Council Hearing (if necessary)** - Monte Olivo will remove the old pipe and debris from the frontage along Laurel Canyon Road and re-arrange the boulders in that area into a straight line along the property edge with Laurel Canyon Road in order to 1) improve the aesthetics of the area, and 2) prevent vehicles from driving around the gate at the access road.
- **City Council Hearing (if necessary)** - The Bel Aire HOA, your neighbors, and you do not object or testify against the approval of Tentative Tract Map 37895.
- **Within 90-days from City Council approval or 120-days from Planning Commission approval (if no City Council hearing)** - Monte Olivo will (1) remove the identified boulders on the Bel Aire HOA property that would conflict with the new fencing, (2) create an access connection to the trail on the east side of the HOA Ponds, and (3) install the remainder of the permanent chain link fencing with gates along the southern edge of the Bel Aire HOA property.

The following provides a brief explanation of each commitment, which are also depicted on the two attached graphics. Exhibit A summarizes the fencing and Exhibit B summarizes the boulder removal/relocation.

1. Fencing around the Bel Aire HOA ponds

6-foot-high chain link fencing at both ends of the ponds, including gates for access to the maintenance access road along the Riverside Canal. New chain link fencing would connect to the existing fencing at both ends to secure the HOA property.

2. Fencing along Salazar rear property boundary

6-foot-high chain link fencing along the rear property boundary parallel to Riverside Canal. Fencing would connect to existing walls/fencing, or a return would be installed. One pedestrian gate would be provided.

3. Removal of the boulders on the Bel Aire HOA property

Boulders would be removed in the southern portion of the Bel Aire HOA property as depicted on the attached graphic in order to allow construction of a new fence and connection of the eastern and western access roads around the ponds.

4. Re-establishment of access to the east side of the Bel Aire HOA ponds

Removal of the boulders will allow for a connection between the east and west sides of the ponds. The connection will be created by blading a path at least 8 feet wide, allowing for walking or driving a small off-road maintenance vehicle.

5. Re-arrange the boulders and remove debris on the Monte Olivo property fronting Laurel Canyon Way as you enter your neighborhood

Numerous boulders are strewn along the frontage of Laurel Canyon Way. Those boulders will be re-arranged in a relatively straight line up against the roadway in order to improve aesthetics and create a barrier to prevent off-road vehicles from circumventing the gate at the access road. The large steel pipe and other debris will be removed.

Thank you again for your time and leadership. If you have any questions or comments, please let Marice and I know.

Sincerely,



Peter K. Carlson
President

ACKNOWLEDGEMENT:

By signing below, I acknowledge that on behalf of the Bel Aire HOA, my neighbors, and myself, I have received and reviewed this proposal and agree to the scope of the work. I acknowledge that the commitments in this letter satisfy the HOA's, my neighbors, and my concerns. I agree that neither my family and I, my neighbors, nor the Bel Aire HOA will object or testify against the approval of Tentative Tract Map 37895 at City of Corona public hearings.

By _____
Chris Salazar
1697 Laurel Canyon Way
Bel Aire HOA President

Date: _____

Install new gates at Riverside Canal Maintenance access road (orange)
Timing = 1

Install new fencing to connect between existing fencing and walls (Orange)
Timing = 1

Please note that all fence locations on this graphic are approximate and will be field verified based on existing fence locations and property line boundaries.

Timing Legend:
1 = Completed prior to Planning Commission Hearing.
2 = Completed within 30 days following PC Hearing or before City Council hearing.
3 = Completed 90 days from City Council hearing or 120 days from Planning Commission hearing if no City Council hearing.

Install chain link fence along Salazar property line (pink)
Timing = 1

Existing Fencing to Remain in Place (purple)

Repair/Replace existing fencing (blue)
Timing = 1

Install new gates at access road (Green)
Timing = 1

Install new gates at Riverside Canal access road (Orange)
Timing = 3

Install new fencing to connect to existing fencing (orange)
Timing = 3



EXHIBIT B

Please note that all fence locations on this graphic are approximate and will be field verified based on existing fence locations and property line boundaries.

Timing Legend:
1 = Completed prior to Planning Commission Hearing.
2 = Completed within 30 days following PC Hearing or before City Council hearing.
3 = Completed 90 days from City Council hearing or 120 days from Planning Commission hearing if no City Council hearing.

Create a pathway connection (light blue)
Timing = 3

Remove boulders and construction debris
Timing = 3

Existing fencing to remain in place (purple)

Install new fencing (orange)
Timing = 3

Re-arrange boulders in this area and place along Laurel Canyon.
Timing = 2

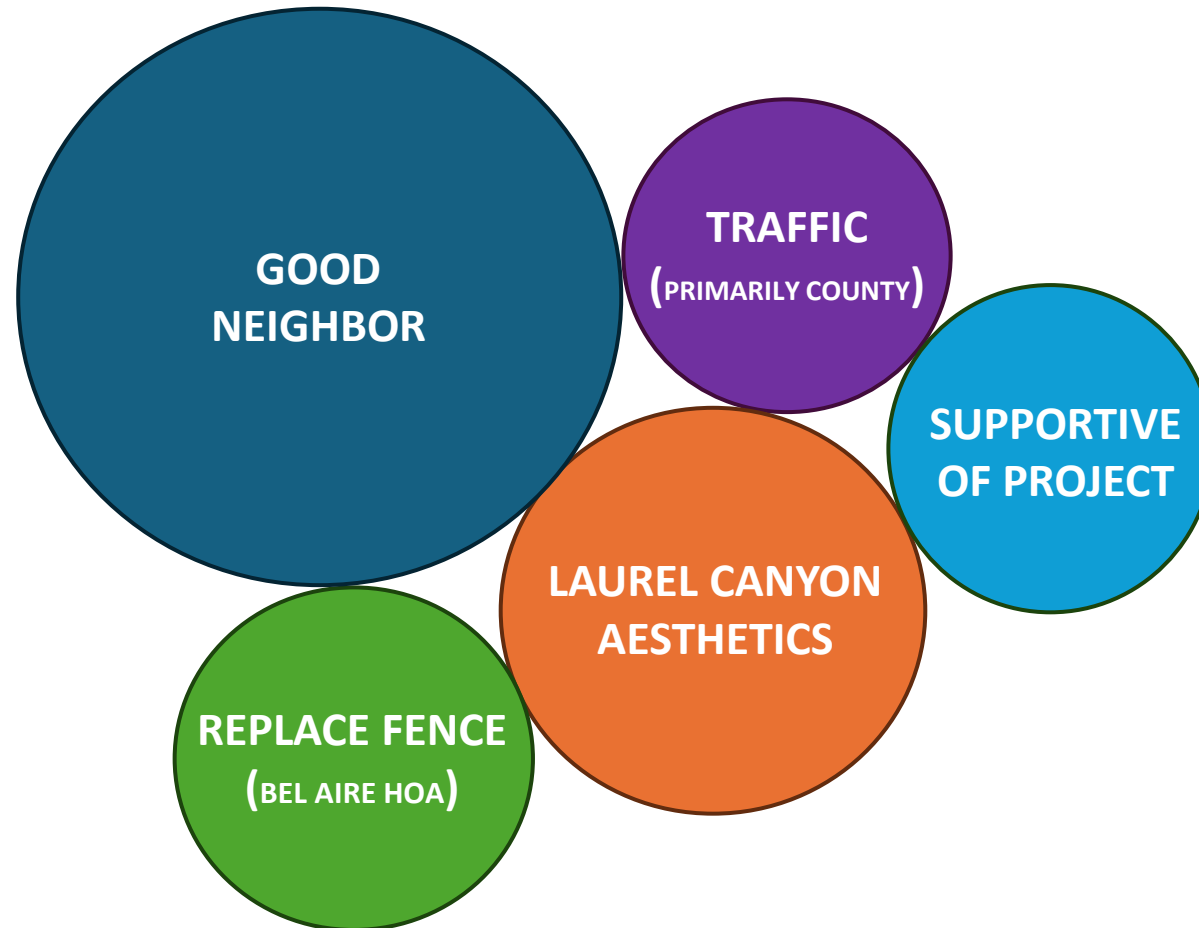
Repair/replace existing fencing (blue)
Timing = 1

Install new gates at access road (green)
Timing = 1



Attachment D

What We Heard - community





Project Conditions

City of Corona

Project Number: TTM2021-0002

Description: **TTM 37895 TO SUBDIVIDE 61.6 ACRES INTO 103 SFR LOTS.**

Applied: **7/26/2021**

Approved:

Site Address: **LAUREL CANYON WAY CORONA, CA**

Closed:

Expired:

Status: **RECEIVED**

Applicant: **MARI GIRGIS**

Parent Project: **DPR2020-0006**

4030 BIRCH ST NO 100 NEWPORT BEACH CA, 92660

Details:

LIST OF CONDITIONS

DEPARTMENT	CONTACT
FIRE	
<ol style="list-style-type: none">1. Place Fire Department DPR comments on plans as general notes.2. Any revised site plan shall be submitted to the Fire Department for screen check approval prior to building plan submittal.3. Show two (2) all weather surface access ways to be approved by the Fire Marshal and construct the access way(s) to accommodate 70,000 lbs. gross vehicle weight during all phases of construction. Show the alternate if the County project is not built at both Saint Thomas and Santamora.4. All projects shall comply with the City of Corona Fire Department Site Construction Standard. A copy of which is available at the coronaca.gov. Projects shall have approved all weather access from two (2) directions and fire hydrants providing the required fire flow tested and accepted prior to combustibile construction.5. Dead end access drives shall not exceed one hundred fifty (150) feet in length.6. Provide turn-around for access drive(s) meeting Fire Department standards/approval. Show a detail of the turn around on St. Thomas.7. Cul-de-sac(s) shall not originate from another cul-de-sac.8. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s).9. Street and drive grades shall not exceed 10% unless approved by the Fire Chief and City Engineer.10. Submit a copy of recorded Mutual Access and Fire Protection Maintenance Agreement.11. A Knox Padlock shall be provided for gate(s) in this project. To apply for a Knox product visit https://www.knoxbox.com.12. A minimum fire flow of 1500 gallons per minute at 20 psi shall be provided for one- and two-family dwellings.13. Fire hydrants are to be spaced a maximum 300 feet apart, one- and two-family dwellings only. Show additional hydrants on Old Temescal and Santamora.14. Provide one-hour constructed eaves for all homes located within two hundred (200) feet of wildland areas. Entire house perimeter shall comply.15. Fuel modification is required for this project. Consult with a qualified firm to provide a submittal to the fire department for review and approval. Only a draft of the Fuel Modification Plan has been submitted, submit a final Fuel Modification Plan for review and approval with the pad locations. This may change fuel mod requirements as well.16. Provide Class A roofing material on all structures per the Corona Municipal Code.17. Groves and weed abatement shall be maintained so as not to pose a fire hazard until time of development.18. A specific address, assigned by the City of Corona, Public Works Department, shall be provided for each building as specified by the fire department address standard which can be obtained at coronaca.gov/fire. Addresses must be illuminated during all hours of darkness.19. Smoke detectors and/or carbon monoxide detectors shall be installed per the California Building, Fire and Residential Code.	



Project Conditions

City of Corona

FIRE	<ol style="list-style-type: none"> 20. Residential Fire Sprinklers shall be installed per California Fire and Residential Code, and NFPA 13. 21. Show the block addressing between the County and City at Shadow Valley and Santamora to determine if the street should be renamed to match the County. 22. Clarify on the north end of the project where the wet zone is located if it will remain once the development to the north is completed. This may create changes in the fuel modification plans. 23. An operational permit is required for...storage, handling... or use of any quantity of explosives, explosive materials...within the scope of Chapter 56 of the latest California Fire Code. 24. Required fire code permits will be applied for and processed prior to final inspection and/or certificate of occupancy, Fire code permit application and all other guidelines are available at coronaca.gov.
PLANNING	<ol style="list-style-type: none"> 1. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees. 2. The applicant or his successor in interest shall comply with the mitigation measures established in the Initial Study and Mitigated Negative Declaration Addendum for the TTM 37895. 3. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate. 4. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition. 5. TM 37895 shall be recorded prior to the issuance of a building permit, except for model homes pursuant to a Model Home Permit. 6. The project shall pay the applicable Multiple Species Habitat Conservation (MSHCP) fee to the City prior to the issuance of a building permit. 7. The passive park proposed for Lot "F" shall be changed to an open space area landscaped with drought tolerant and native landscaping.
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.



Project Conditions

City of Corona

PUBLIC WORKS

2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.
3. Prior to recordation or issuance of grading permit, the applicant shall demonstrate to the satisfaction of the City Engineer that the proposed subdivision 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. The tentative tract shall be recorded as one final tract map, and shall be developed as one tract. Financial security shall be provided for all improvements within the tract prior to final tract map approval.
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.
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 map recordation the developer shall ensure that a homeowner's association is established and Covenants, Conditions and Restrictions (CC&R's) are recorded for the purpose of maintaining all private streets, common areas, private utilities and the project's approved BMP facilities. The applicant shall inform future property owners to implement the approved WQMP. The association documents, including any necessary CC&R's, shall be subject to the review and approval of the Planning and Development Department, Development Services Division.
12. Prior to map recordation the developer shall finish the construction or post security guaranteeing the construction of all public and private infrastructure improvements. Said improvements shall include, but are not limited to, the following:
 - a) All missing or deficient street facilities along Laurel Canyon Way.
 - b) Traffic improvements recommended in the approved Traffic Impact Analysis. If the City constructs the traffic signal on State Street and Ontario Avenue prior to the developer, the developer shall pay 100% of the City's construction costs.
 - b) All street improvements for lots "J" through "N" and "P" through "R".
 - c) All drainage facilities.
 - d) All required grading, including erosion control, slope stabilization and rock fall hazard mitigation as recommended by the project's geotechnical reports.
 - e) All required sewer, water and reclaimed water facilities.
 - f) All required landscaping and/or park facilities.
 - g) All under grounding of overhead utilities, except for cables greater than 32k volts.
 - h) Private park improvements.
13. Prior to map recordation the developer shall construct or guarantee to construct Shadow Valley Drive from State Street to project boundary in accordance with Doc# 2023-0342643 (Declaration of Restrictive Covenant Regarding Establishment of Easement).



Project Conditions

City of Corona

PUBLIC WORKS

14. Prior to map recordation, the developer shall construct or guarantee the construction of traffic calming measures and parking restrictions along Old Temescal Road and Laurel Canyon Way east of Compton Avenue. The improvements shall consist of road striping to provide for a minimum 10-foot and 12-foot travel lane as well as prohibit street parking where street parking cannot be accommodated along Old Temescal Road and Laurel Canyon Way, beginning east of the I-15 overpass and continuing east approximately 500 feet east of Bel Air Street unless otherwise approved by the City Traffic Engineer or City Engineer. Prior to issuance of the first certificate of occupancy, the improvements shall be constructed.
15. Prior to map recordation the developer shall guarantee the construction of landscaping on all manufactured slopes including Lots A-H and the offsite grading easements from instrument# 2014-0236940.
All slopes shall be maintained by the HOA.
16. Prior to the issuance of the 50th building permit for the production units, the private park shall be constructed. The park design shall be designed as shown on the Precise Plan.
17. 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.
18. 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; restricted areas and setbacks for pools; and any other applicable data necessary to adequately analyze the proposed development. The precise grading plans shall note the areas where pools are restricted or require special analysis.
19. 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.
20. 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.
21. 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.
22. 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.
23. Prior to the issuance of a grading permit the developer shall submit recorded slope easements or written letters of permission from adjacent landowners in all areas where grading is proposed to take place outside of the project boundaries.
24. 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.
25. 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.
26. Prior to final map recordation or issuance of a grading permit, whichever occurs first, the developer may be required to obtain a Section 1601/1603 permit from the California Department of Fish and Wildlife, a Section 401/404 permit from the United States Army Corps of Engineers, or provide verification that the project is exempt from permit requirements.
27. 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.
28. 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.



Project Conditions

City of Corona

PUBLIC WORKS

29. 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.
30. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to the future homeowners and/or occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.
31. 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.
32. 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.
33. Prior to recordation or approval of any improvement plans, the applicant shall submit a detailed hydrology study. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices. The hydrology study shall present a full breakdown of all the runoff generated on- and off-site.
34. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall address the following: The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site. The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow. All residential lots shall drain toward the street. Lot drainage to the street shall be by side yard swales independent of adjacent lots or by an underground piping system.
35. 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.
36. Prior to final map recordation, the applicant shall offer for dedication all required street rights-of-way along Laurel Canyon Way. Laurel Canyon Way, shown as Lot "G" on the tentative map, shall be dedicated and maintained as a public street. Said dedication shall continue in force until the City accepts or abandons such offers. All dedications shall be free of all encumbrances and approved by the Public Works Director.
37. Prior to final map recordation or approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
 - a) All local and/or major arterial highways' vertical and horizontal alignments shall be approved by the City Engineer.
 - b) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
 - c) All street intersections shall be at ninety (90) degrees or as approved by the City Engineer.
 - d) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
 - e) Under grounding of existing and proposed utility lines.
 - f) Street lights.
 - g) All other public improvements shall conform to City of Corona standards.
38. Prior to approval of improvement plans, the improvement plans shall show all the streets to be improved to half width plus ten (10) additional feet unless otherwise approved by the 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.
39. Prior to release of public improvement security, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Planning and Development Department, Development Services Division.
40. 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.
41. Prior to recordation of the final map, all street names shall be approved by the City Engineer.



Project Conditions

City of Corona

PUBLIC WORKS

42. The developer shall comply with the approved traffic analysis and project mitigation measures including:
- a) T-4 - Prior to the issuance of the first Certificate of Occupancy, the northbound shared left/through/right turn lane of Compton Avenue at Old Temescal Road shall be widened and/or restriped to provide an exclusive left-turn lane and a shared through-right-turn lane.
 - b) T-5 - Prior to the recordation of the map, the applicant shall pay a fair share cost of 9.55 percent towards the construction of a two-phased traffic signal at the intersection of Rimpau Avenue at Old Temescal Road. In addition, the northbound shared left-through lane shall be restriped to provide an exclusive left-turn land and the southbound shared left-through lane shall be restriped to provide an exclusive left-turn lane.
 - c) TRANS-1 - Prior to map recordation, the project shall construct or if the signal is constructed, provide a fair share payment for the installation of the traffic signal at the intersection of State Street/Ontario Avenue.
 - d) TRANS-2 - Other recommended circulation improvements.
43. Prior to the issuance of the first certificate of occupancy for the production units, the second point of access from Shadow Valley Drive and Lot "K" (Santamora Way) shall be fully paved and constructed.
44. Prior to final map recordation the applicant shall annex this project into a City of Corona Community Facilities District (CFD) 2016-1 (Public Services) for the purpose of maintaining public services including but not limited to emergency services, and 2016-3 (Maintenance Services) annexation for the purpose of maintaining all public landscaping, curb, gutter, sidewalk, pavement, street lights, public streets, traffic signals, parks, storm drain, water quality features, etc. within master planned street right-of-way and/or easements. The applicant shall process, re-process, or revise any existing annexation as needed to include improvements proposed with Tract 37895, including but not limited to: public streets, storm drain, open space park, and revised traffic signal contribution. 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.
45. Prior to final map recordation the applicant shall prepare a disclosure statement indicating that the property is subject to CC&Rs, and is within Community Facilities Districts and will be subject to an annual levy. The applicant shall also provide disclosure statements for any lots subject to special restrictions including the fuel mod zone proposed on Lots 16 through 30. The fuel mod zone disclosure shall notify future homeowners that they shall comply with the fuel mod plan. The disclosure statement is subject to the review and approval of the Planning and Development Department, Development Services Division and shall be recorded concurrently with the final map.
46. The developer shall provide all affected properties and the future HOA a list of all approved landscape pallets that may be planted in fuel mod zones and any limitations on improvements in the zone.
47. Prior to final map recordation, the applicant shall submit a map provided by the Engineer showing the location and approximate depth of granite that may interfere with the future construction of underground pools. A disclosure statement shall be included with the other notices to inform future homeowners of restrictions and limitations pertaining to pool construction.
48. Prior to final map recordation, the applicant shall submit for approval all proposed parkway, slope maintenance, and/or landscaping easements to be granted to the Community Facilities District or Landscape Maintenance District, as specified on the tentative map or Conditions of Approval. Said information shall be submitted to the Planning and Development Department, Development Services Division for approval.
49. Prior to issuance of a Certificate of Occupancy, all proposed parkway, slope maintenance, and/or median landscaping specified in the tentative map or in these Conditions of Approval shall be constructed.
50. 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.



Project Conditions

City of Corona

PUBLIC WORKS

51. Prior to map recordation, 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.
52. All the potable water, reclaimed water, and sewer design criteria shall be per City of Corona Utility Department standards and Riverside County Department of Health Services Standards unless otherwise approved by the City Engineer and Utility Department Director.
53. Prior to recordation or approval of improvement plans, the applicant shall obtain all necessary easements for any required offsite water and sewer facilities.
54. Prior to issuance of any building permits, including model home permits, a domestic water and fire flow system shall be approved by the City Engineer and constructed by the developer, to the satisfaction of the City Engineer and Fire Chief.
55. Prior to the issuance of the first building permit, the developer shall purchase the sewer capacity for the existing 56 single family homes within the Bel Air Communities.
56. Prior to the issuance of the first building permit, the developer shall transfer the ownership rights of the existing sewer lines in the Bel Air Communities, excluding the onsite sewer treatment facilities to the City of Corona.
57. Prior to final map recordation, the developer shall construct or guarantee the construction of the replacement or rehabilitation of the deficient sewer lines in accordance with Utilities Department standards within the Bel Air Communities. Said improvements shall be completed prior to issuance of the first building permit.
58. Prior to final map recordation the developer shall construct or guarantee the construction of an 8-inch VCP sewer line from Sherborn Avenue (point of connection on Sherborn, LLC property approximately 300 feet-s'ly of Sherborn Ave. per City of Corona DWG. No. 03-144S) to the project's northerly boundary per City of Corona Utilities Department Standard Plans and Specifications. This facility shall be completed and in operation prior to the issuance of the first building permit.
59. Prior to final map recordation the developer shall construct or guarantee the construction of an 8-inch DIP reclaimed waterline from "J" Street to Compton Avenue per City of Corona Utilities Department Standard Plans and Specifications.
60. Prior to final map recordation the developer shall construct or guarantee the construction of an 8-inch DIP potable waterline from "J" Street to Compton Avenue per City of Corona Utilities Department Standard Plans and Specifications.
61. Prior to final map recordation the developer shall construct or guarantee the construction of an 8-inch DIP potable waterline in Lots "J" through "N" and "P" through "R" per City of Corona Utilities Department Standard Plans and Specifications. The applicant shall provide two points of connection to the public water system for Lot "R" (Saint George Circle).
62. Prior to final map recordation the developer shall construct or guarantee the construction of an 8-inch VCP sewer line in Lots "J" through "N" and "P" through "R" per City of Corona Utilities Department Standard Plans and Specifications.
63. Prior to issuance of the first Certificate of Occupancy, all weather access road(s) shall be provided to all sewer manholes not located within public right-of-way.
64. 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.
65. 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.
66. Prior to final map recordation or approval of improvement plans, when applicable, the applicant shall submit detailed potable water, reclaimed water and sewer studies, prepared by a registered civil engineer, which shall be submitted to the 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, reclaimed water and sewer systems, such as upsizing downstream sewer lines, installing pressure regulators, booster pumps, special material for pipeline construction, backwater valves and construction of other appurtenances as necessary to serve the proposed development. Effects of the proposed development, engineering analysis and special construction requirements shall be submitted for review and approval by the Planning and Development Department, Development Services Division, and the Utilities Department.

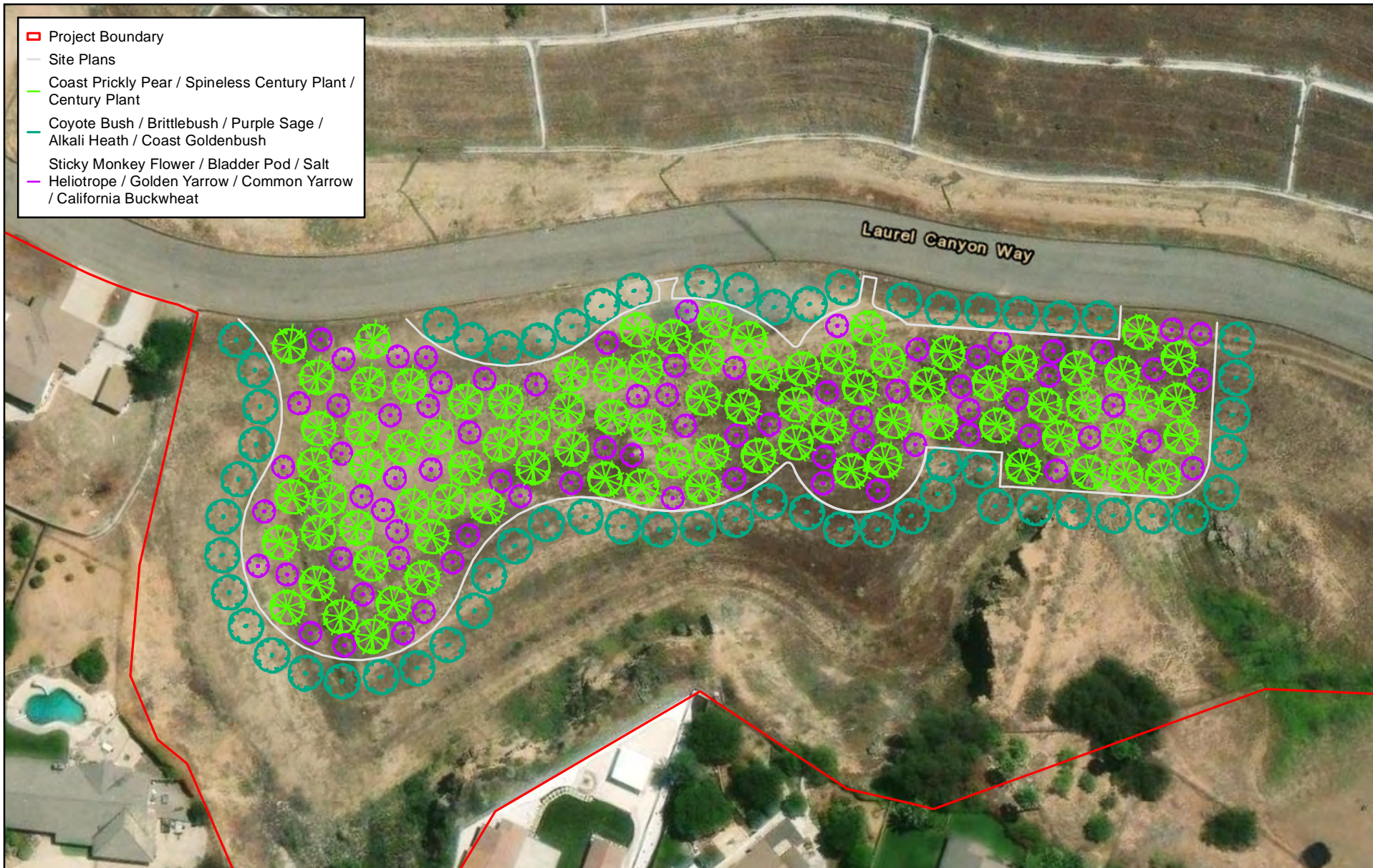


Project Conditions

City of Corona

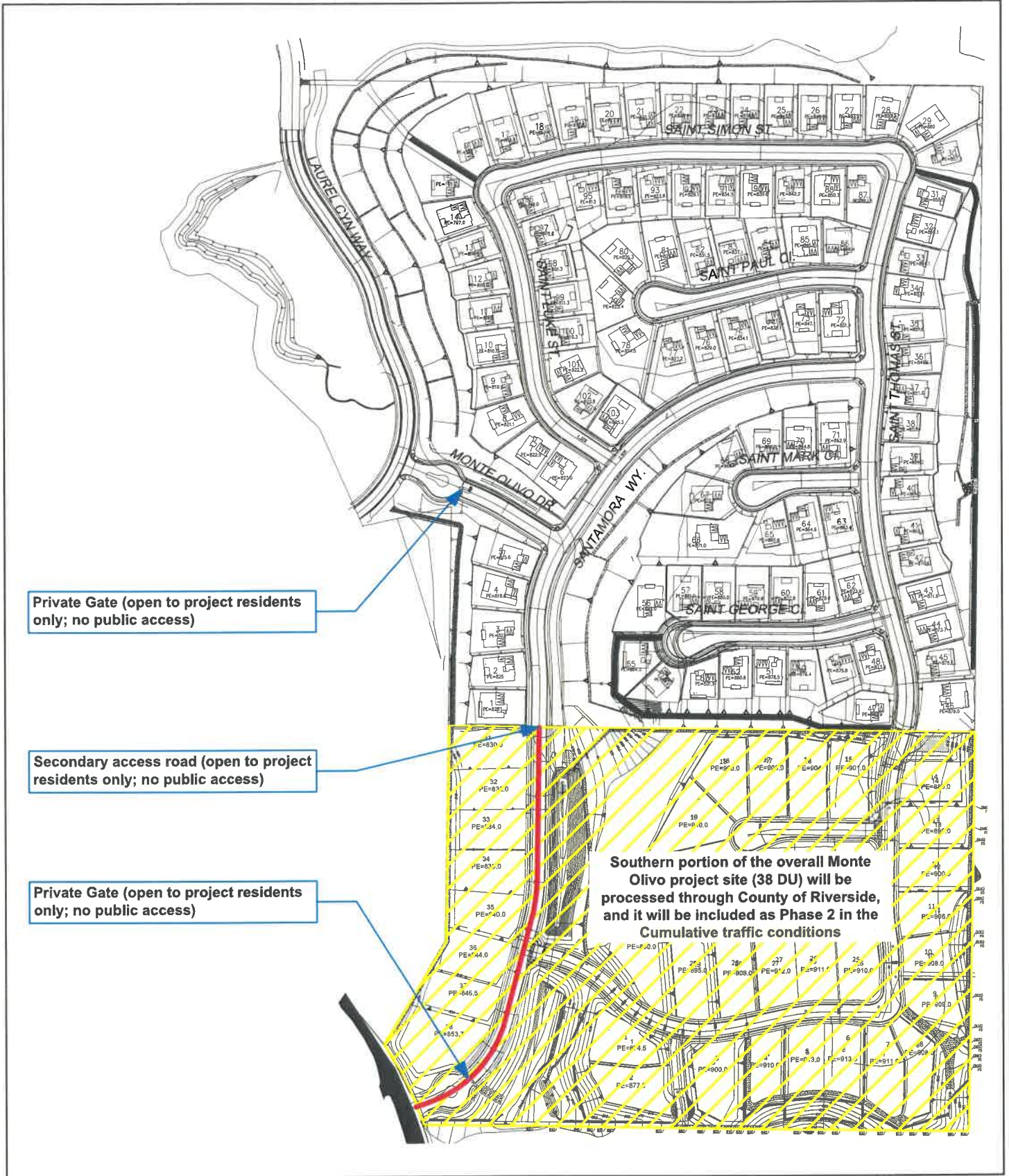
PUBLIC WORKS

67. 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, reclaimed water line, potable water services, sewer laterals, reclaimed water services, double detector check assemblies and reduced pressure principle assemblies within the public right of way and-or easements.
68. The applicant shall dedicate easements for all public water, reclaimed water, and sewer facilities needed to serve the project in accordance the Utilities Department standards. The minimum easement width shall be 20 feet for one utility and 30 feet for more than one public utility facility. All public water and sewer facilities shall be provided a minimum 20 foot wide paved access road unless otherwise approved by the Utilities Director. Structures and trees shall not be constructed or installed within a public utility easement.
69. Prior to map recordation the applicant shall construct or guarantee the construction of a private fire system with double detector check assemblies at all public fire services to the satisfaction of the Utilities Department and Fire Chief.
70. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.
71. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.
72. Static pressures exceeding 80 psi require an individual pressure regulator.
73. 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.
74. The applicant shall provide a separate irrigation water service for all HOA- CFD landscaped lots or easements. All landscape lots to be maintained by the HOA/CFD shall be planted with a California Friendly Plant pallet and shall be provided a separate reclaimed landscape water service.
75. 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.
76. 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.



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
 Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; January 2023






Source: Ganddini Group, Inc.; January 26, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum
Proposed Project Circulation Access



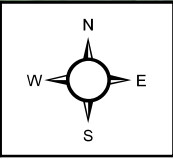
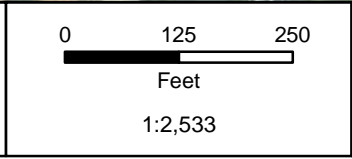


- Approximate Project Boundary
- City of Corona Boundary
- Shadow Valley Road Alignment
- Gate

Prepared By:  VCS Environmental

Map Created: January 2024
 Data Sources: County of Riverside

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
 Source: Esri, Maxar, Earthstar, GeoGraphics, and the GIS User Community



Monteolivo Project

Shadow Valley Drive

Figure 3

EXHIBIT 8

PREPARED BY AND
AFTER RECORDING, RETURN TO:

Rutan & Tucker, LLP
18575 Jamboree Road, 9th Floor
Irvine, CA 92612
Attn: Douglas J. Dennington, Esq.

**This document was electronically submitted
to the County of Riverside for recording**
Received by: TERESA #134

(Above for Recorder's Use Only)

**DECLARATION OF RESTRICTIVE COVENANT REGARDING ESTABLISHMENT
OF EASEMENT**

This Declaration of Restrictive Covenant Regarding Establishment of Easement ("*Covenant*") is made on November 6, 2023, by MARI GIRGIS LLC, a California limited liability company (including its assignees and transferees, "*Owner*"), for the benefit of the *Subdivision Property* (as defined below) compelling the establishment of an easement for a secondary access road over that certain real property described in Exhibit "A" attached hereto (the "*Burdened Property*").

RECITALS

WHEREAS, *Owner* is the record owner of the *Burdened Property*;

WHEREAS, *Owner* is currently processing land-use approvals with the City of Corona ("*City*") for a residential subdivision, more specifically referred to as Tentative Tract No. 37895 ("*Subdivision*"), which adjoins the *Burdened Property*;

WHEREAS, in order to approve the *Subdivision*, the *City* requires a secondary, private access road in, over and through a portion of the *Burdened Property* which is located outside the jurisdictional limits of the *City* in the unincorporated territory of the County of Riverside;

WHEREAS, final engineering for the *Subdivision* and access road has not yet been undertaken and approved; and

WHEREAS, in order to assure that the *Burdened Property* will be available for construction of the access road in the event *Owner* sells or otherwise transfers title to the *Burdened Property*, the *City* requires the recordation of this *Covenant* compelling *Owner* and any successors-in-interest to the *Burdened Property* to convey and record an access easement in favor of the property on which the *Subdivision* is proposed to be constructed as described in Exhibit "B" attached hereto ("*Subdivision Property*").

COVENANT

NOW THEREFORE, *Owner* covenants as follows:

1. **Covenant.** *Owner* hereby irrevocably covenants during the Term (as defined below), on behalf of itself and all of its successors and assigns, that the *Owner* shall not erect any buildings, structures, improvements or any other facility that will in any way interfere with the construction of a secondary access road for the *Subdivision Property* to be constructed on the *Burdened Property* in accordance with County of Riverside Standard No. 105A, a true and correct copy of which standard is attached hereto as Exhibit "C." In addition, *Owner*, on behalf of itself and all of its successors and assigns, further covenants to execute and record an easement deed that is acceptable to the City's Planning and Development Director, or his or her designee, granting an access easement in favor of and appurtenant to the *Subdivision Property*, allowing for the construction, use, maintenance, repair, replacement and operation of a secondary access road on the *Burdened Property* in accordance with County of Riverside Standard No. 105A ("*Easement Deed*"). For illustration purposes only, and not to bind *Owner* and its successors in interest to any particular location of the secondary access road on the *Burdened Property*, the general layout of the proposed secondary access road easement is attached hereto as Exhibit "D." *Owner*, on behalf of itself and all of its successors and assigns, expressly acknowledges, agrees and understands that no building permits will be issued for the *Subdivision* unless and until the *Easement Deed* has been recorded against the *Burdened Property* as provided in Section 2 of this *Covenant*.

2. **Recording, Termination and Exhibits.** This *Covenant* shall be recorded in the County of Riverside and shall terminate by its own terms and be of no further force and effect on the earlier of the date on which (i) the execution and recordation of the *Easement Deed* described in Section 1 of this *Covenant*, or (ii) any final decision by the City of Corona denying approval of the *Subdivision*. Upon termination as provided herein, the *Owner* shall have the right to have this *Covenant* released and removed from title without the City of Corona approval or the necessity of any further action of any other party to effect this release. Exhibits A, B, C and D are incorporated herein by this reference.

3. **Default.** Failure to comply with any of the foregoing restrictions and obligations shall be grounds for damages and injunctive relief, including without limitation a lawsuit for, breach of covenant or related claim. In the event the *Owner* of the *Burdened Property* fails to execute and deliver the *Easement Deed* as required in Section 1 of this *Covenant*, a court of competent jurisdiction may enter judgment compelling the creation and establishment of the easement contemplated under this *Covenant*.

4. **Covenant Run with Land.** This *Covenant* shall be recorded as a covenant running with the land against the *Burdened Property* and shall be binding upon the heirs, devisees, assigns, transferees, and successors in interest of the *Owner*.

5. **Amendments.** Except as provided in Section 2 of this *Covenant*, no amendment or termination of this *Covenant* shall be valid or effective without the written consent of the City's Planning and Development Director.

[signature on the following page]

IN WITNESS WHEREOF, the undersigned has executed this Declaration of Restrictive Covenant as of the date set forth above.

OWNER

MARI GIRGIS LLC, a California limited liability company

By: Emad Boleis

Name: _____ **Please See**

Title: Manager **Attached Acknowledgmen'**

**CALIFORNIA ALL-PURPOSE
CERTIFICATE OF ACKNOWLEDGMENT
(CALIFORNIA CIVIL CODE § 1189)**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
COUNTY OF ORANGE)

On November 06, 2023 before me, BARBARA ANN SCHEMAN/NOTARY
(Date) (Here Insert Name and Title of the Officer)

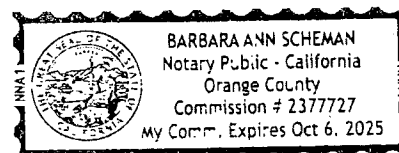
personally appeared Emad Aziz Bolous*****,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~/are
subscribed to the within instrument and acknowledged to me that ~~he~~/she/they executed the same
in ~~his~~/her/their authorized capacity(ies), and that by ~~his~~/her/their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

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

WITNESS my hand and official seal.

Barbara Ann Scheman
Signature of Notary Public

(Notary Seal)



ADDITIONAL OPTIONAL INFORMATION

Description of Attached Document

Title or Type of Document: Declaration of Restrictive Covenant Document Date: November 06, 2023

Number of Pages: **3** Signer(s) Other Than Named Above: *****

Additional Information: *****

EXHIBIT "A"

LEGAL DESCRIPTION OF BURDENED PROPERTY

EXHIBIT "B"

LEGAL DESCRIPTION OF SUBDIVISION PROPERTY

EXHIBIT "C"

RIVERSIDE COUNTY STANDARD NO. 105(A)

EXHIBIT "D"

PLOT OF GENERAL LOCATION OF SECONDARY ACCESS ROAD EASEMENT

Exhibit A

EXHIBIT "A"

LEGAL DESCRIPTION OF BURDENED PROPERTY

The real property in the City of Corona, County of Riverside, State of California, described as follows:

Parcels 2, 3 and 4 of Parcel Map No. 14797, in the County of Riverside, State of California, as per map recorded in Book 99, Pages 32 and 33, of Parcel Maps, in the Office of the County Recorder for the County of Riverside.

Exhibit B

EXHIBIT "B"**LEGAL DESCRIPTION OF SUBDIVISION PROPERTY**

Real property in the City of Corona as to Parcels B, D and portion of C and Unincorporated Area as to a portion of Parcel C, County of Riverside, State of California, described as follows:

PARCEL B: (APN: 278-040-007)

ALL THAT PORTION OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY SAID MAP, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF WEST HALF OF NORTHWEST QUARTER OF SAID SECTION 5;
THENCE NORTH 86° 30' EAST, 75.3 FEET;
THENCE SOUTH 1,000 FEET;
THENCE WEST 75 FEET;
THENCE NORTH 899.3 FEET TO THE POINT OF BEGINNING.

PARCEL C: (APNS: 278-040-008 AND 278-040-025)

THE EAST ONE-HALF OF THE NORTHWEST ONE-QUARTER OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON SECTIONALIZED SURVEY OF RANCHO EL SOBRANTE DE SAN JACINTO, ON FILE IN BOOK 1 PAGE 8 THEREOF, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE WEST ONE-HALF OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 5;
THENCE SOUTH 00° 15' 30" WEST, ALONG THE EAST LINE OF SAID WEST ONE-HALF, A DISTANCE OF 989.30 FEET;
THENCE SOUTH 89° 44' 30" EAST, A DISTANCE OF 75.00 FEET;
THENCE NORTH 00° 15' 30" EAST, PARALLEL WITH THE EAST LINE OF SAID WEST ONE-HALF, A DISTANCE OF 989.59 FEET, MORE OR LESS, TO A POINT ON THE NORTH LINE OF SAID SECTION 5; THENCE NORTH 89° 57' 34" WEST, ALONG THE NORTH LINE OF SAID SECTION 5, A DISTANCE OF 75.00 FEET, TO THE POINT OF BEGINNING;

ALSO EXCEPTING THEREFROM THE SOUTHERLY 1,015.50 FEET OF THE EASTERLY 1,010.50 FEET OF THE EAST ONE-HALF OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 5, MEASURED ALONG THE EAST AND SOUTH LINES RESPECTIVELY OF SAID NORTHWEST QUARTER;

ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN PARCEL MAP NO. 14797 ON FILE IN BOOK 99 PAGES 32 AND 33 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL D: (APNS: 278-040-036 AND 278-040-037)

A PORTION OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 6 WEST OF RANCHO EL SOBRANTE DE SAN JACINTO AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 8 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT A AS SHOWN ON TRACT NO. 5484 ON FILE IN BOOK 105 PAGES 38 THROUGH 40 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTH 89° 09' 39" EAST, 226.52 FEET TO THE NORTHWEST CORNER OF PARCEL 4 RECORDED MAY 26, 1966 AS INSTRUMENT NO. 55413 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTH 89° 11' 14" EAST, 74.95 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF PARCEL A RECORDED JUNE 4, 1976 AS INSTRUMENT NO. 78505 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE CONTINUING SOUTH 89° 11' 14" EAST 1245.00 FEET, TO THE NORTHEAST CORNER OF SAID PARCEL A, SAID CORNER ALSO BEING THE NORTH QUARTER CORNER OF SAID SECTION 5;

THENCE SOUTH 00° 54' 19" WEST, 1632.13 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL A;

THENCE NORTH 89° 09' 13" WEST, 1323.42 FEET;

THENCE NORTH 01° 01' 39" EAST, 554.35 FEET TO THE SOUTHEAST CORNER OF PARCEL 3 RECORDED FEBRUARY 13, 1973 AS INSTRUMENT NO. 18304 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTH 78° 02' 10" WEST, 229.06 FEET TO AN ANGLE POINT ON THE EASTERLY BOUNDARY OF SAID TRACT NO. 5484;

THENCE NORTH AND EAST ALONG THE EASTERLY BOUNDARY OF SAID TRACT NO. 5484 ON THE FOLLOWING COURSES, NORTH 23° 26' 51" WEST, 269.71 FEET;

THENCE NORTH 45° 41' 36" WEST, 217.18 FEET;

THENCE NORTH 13° 03' 45" WEST, 54.59 FEET;

THENCE NORTH 07° 03' 11" EAST, 107.94 FEET;

THENCE NORTH 56° 01' 58" WEST, 146.20 FEET;

THENCE SOUTH 84° 11' 25" WEST, 54.10 FEET;

THENCE NORTH 66° 07' 48" WEST, 46.86 FEET;

THENCE NORTH 20° 31' 34" WEST, 76.90 FEET;

THENCE NORTH 01° 32' 35" EAST, 21.55 FEET;

THENCE NORTH 60° 21' 00" EAST, 21.72 FEET;

THENCE NORTH 39° 50' 59" EAST, 70.20 FEET;

THENCE NORTH 12° 29' 23" EAST, 23.13 FEET;

THENCE NORTH 40° 24' 08" EAST, 41.55 FEET;

THENCE NORTH 68° 18' 47" EAST, 66.00 FEET TO THE SOUTHWEST CORNER OF LOT 35, TRACT NO. 10168-1, AS SHOWN BY MAP ON FILE IN BOOK 119 PAGES 49 THROUGH 51 OF MAPS RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
 THENCE NORTH 77° 13' 39" EAST ALONG THE SOUTHERLY LINE OF SAID LOT 35 TO A POINT ON A CURVE HAVING A RADIUS OF 330 FEET, CONCAVE TO THE NORTHEAST AND HAVING A RADIAL BEARING OF NORTH 77° 13' 39" EAST, SAID POINT ALSO BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF OLD TEMESCAL ROAD, 60 FEET WIDE, AS SHOWN ON SAID TRACT NO. 10168-1;
 THENCE NORTHERLY 78.40 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13° 36' 42";
 THENCE SOUTH 89° 09' 39" EAST, 60.00 FEET TO A POINT IN THE EASTERLY RIGHT-OF-WAY LINE OF SAID OLD TEMESCAL ROAD;
 THENCE NORTH 00° 30' 21" EAST, 54.00 FEET ALONG SAID EASTERLY RIGHT-OF-WAY LINE;
 THENCE NORTH 45° 30' 21" EAST, 18.39 FEET;
 THENCE NORTH 00° 50' 21" EAST, 60.00 FEET;
 THENCE SOUTH 89° 09' 39" EAST, 146.37 FEET TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM THAT PORTION OF OLD TEMESCAL ROAD AS SHOWN ON SAID TRACT NO. 10168-1;

ALSO EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:

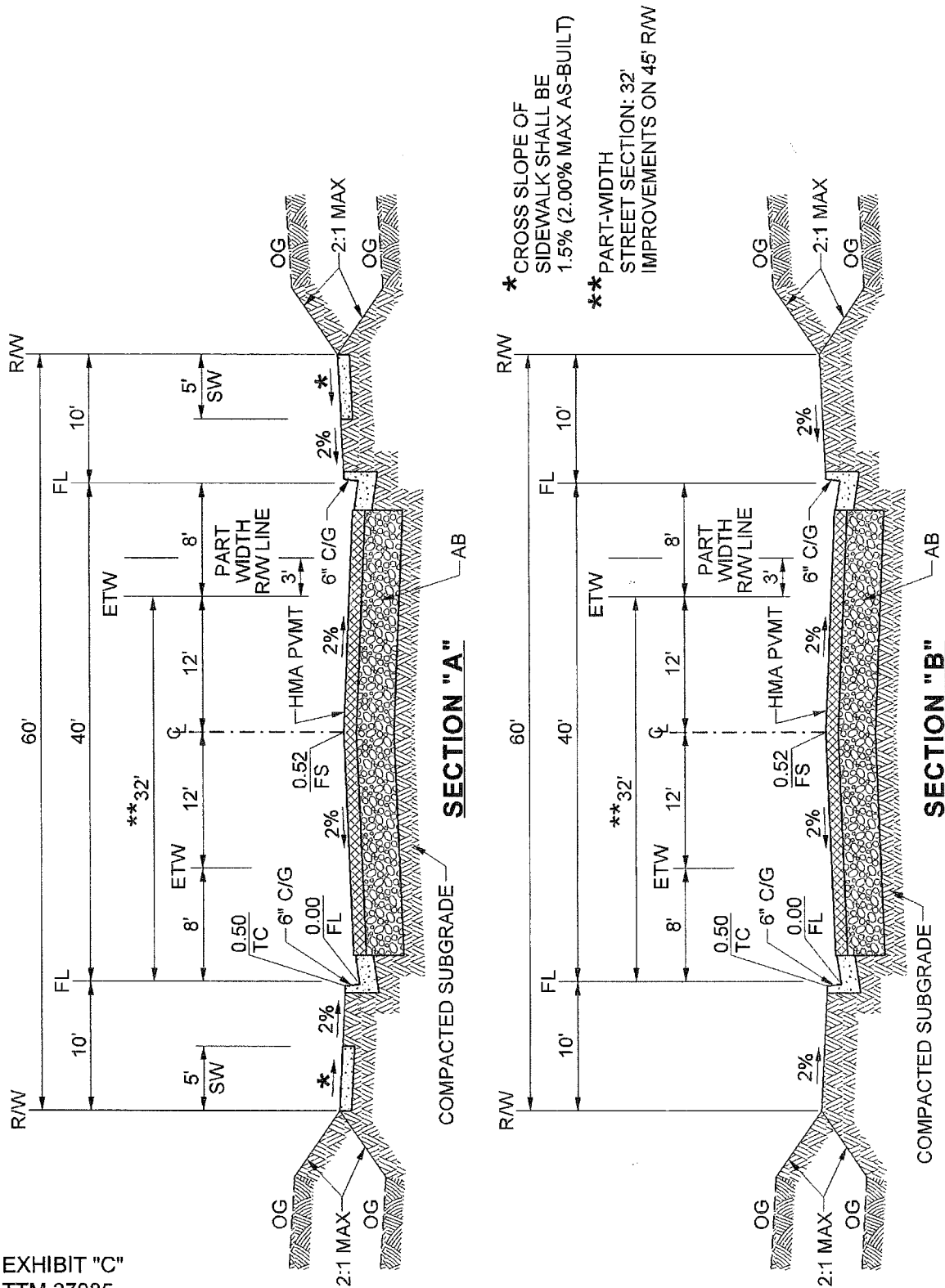
BEGINNING AT THE SOUTHEAST CORNER OF LOT A AS SHOWN ON TRACT NO. 5484 ON FILE IN BOOK 105 PAGES 38 THROUGH 40 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
 THENCE SOUTH 89° 09' 39" EAST, 226.52 FEET TO THE NORTHWEST CORNER OF PARCEL 4 RECORDED MAY 26, 1966 AS INSTRUMENT NO. 55413 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO BEING THE NORTHEAST CORNER OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 5 AND THE TRUE POINT OF BEGINNING;
 THENCE SOUTH 89° 11' 14" EAST, 74.95 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF PARCEL A RECORDED JUNE 4, 1976 AS INSTRUMENT NO. 78505 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
 THENCE CONTINUING SOUTH 89° 11' 14" EAST, 1245.00 FEET, TO THE NORTHEAST CORNER OF SAID PARCEL A, SAID CORNER ALSO BEING THE NORTH QUARTER CORNER OF SAID SECTION 5;
 THENCE SOUTH 00° 54' 19" WEST, 1632.13 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL A;
 THENCE NORTH 89° 09' 13" WEST, 1323.42 FEET;

THENCE NORTH 01° 01' 39" EAST, 554.35 FEET TO THE SOUTHEAST CORNER OF PARCEL 3 RECORDED FEBRUARY 13, 1973 AS INSTRUMENT NO. 18304 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTH ALONG THE EAST

LINE OF SAID WEST HALF OF THE NORTHWEST QUARTER OF SECTION 5 TO THE
TRUE POINT OF BEGINNING.

Exhibit “C”



SECTION "A"

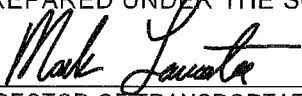
SECTION "B"

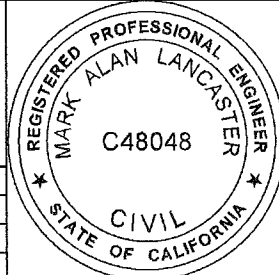
* CROSS SLOPE OF SIDEWALK SHALL BE 1.5% (2.00% MAX AS-BUILT)
 ** PART-WIDTH STREET SECTION: 32' IMPROVEMENTS ON 45' R/W

- NOTES:**
1. THICKNESS OF AB AND HMA TO BE DETERMINED BY SOIL TEST AT TIME OF GRADING OPERATIONS.
 2. MINIMUM PAVING THICKNESS PER SPECIFICATIONS SECTION 8.07 OF THIS ORDINANCE.
 3. CURB AND GUTTER TO BE TYPE "A-6" (STANDARD No. 200). 8" CURB IS NOT ALLOWED.
 4. ROADWAY CROSS-SECTION LESS THAN 40 FT IN WIDTH IS LIMITED TO PARKING ON ONE SIDE OF THE STREET.

EXHIBIT "C"
 TTM 37985

NOT TO SCALE

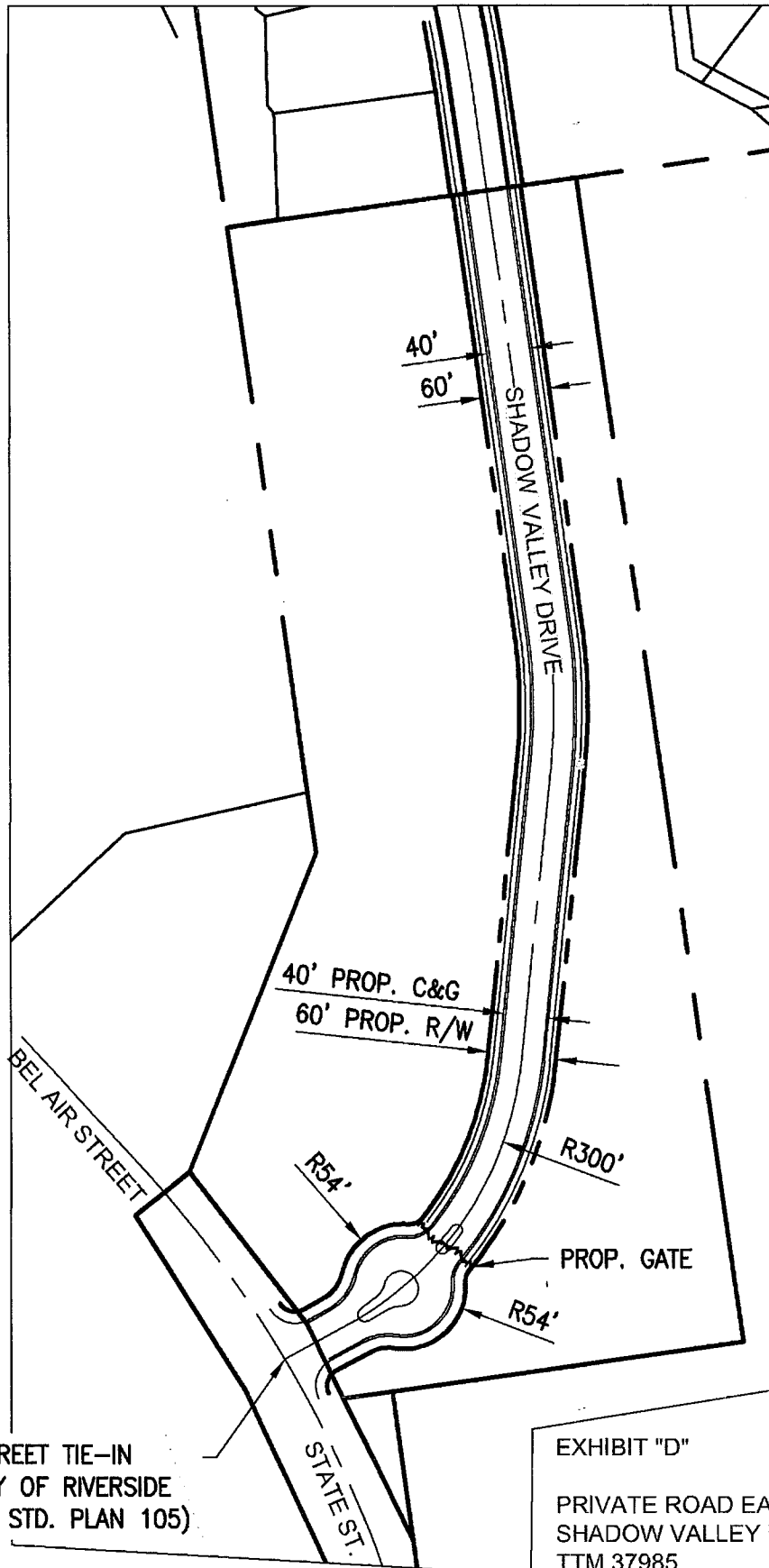
PREPARED UNDER THE SUPERVISION OF:

 DIRECTOR OF TRANSPORTATION
 MARK LANCASTER, P.E.
 11/30/22
 DATE



COUNTY OF RIVERSIDE
EXTERIOR & LOCAL STREET
(60' R/W)
 STANDARD No. 105A

REVISION DESCRIPTION	MARK	DATE	APPROVED

Exhibit “D”



STATE STREET TIE-IN
 (PER COUNTY OF RIVERSIDE
 LOCAL STREET STD. PLAN 105)

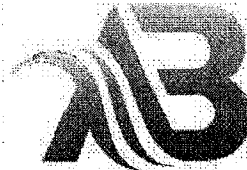
EXHIBIT "D"

PRIVATE ROAD EASEMENT
 SHADOW VALLEY DR.
 TTM 37985



SCALE 1" = 150'

PREPARED BY:




Armstrong & Brooks Consulting Engineers, Inc.

Civil Engineering · Water Resources · Surveying

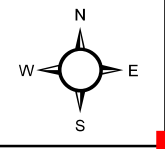
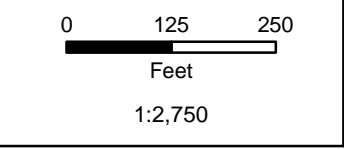
1350 E. Chase Drive, Corona, CA 92881
 Mail: P.O. Box 78088, Corona, CA 92887
 Ph. (951) 372-8400, Fax (951) 372-8430



Prepared By:  VCS Environmental

Map Created: January 2024
 Data Sources: County of Riverside

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
 Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

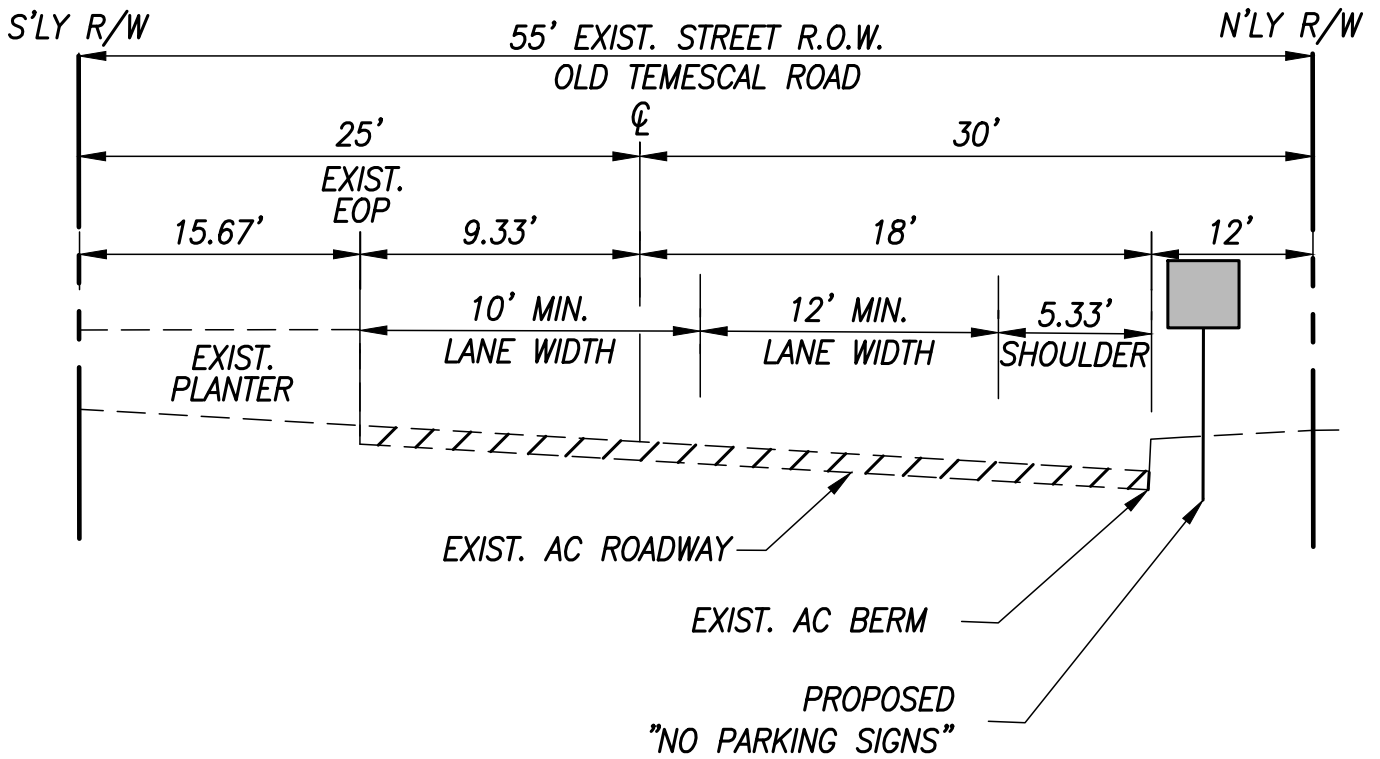


Monteolivo Project

Figure 6a Street Striping

EXHIBIT 10

Figure 6b



SECTION A-A

NTS

FINAL | AUGUST 2023
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION ADDENDUM



Monteolivo Project TTM 37895

LEAD AGENCY:

City of Corona
400 South Vicentia Avenue
Corona, California 92882
Contact: Sandra Yang
951.736.2434

PREPARED BY:

VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, California 92675
Contact: Julie Beeman
949.489.2700



EXHIBIT 11

Addendum One to the Initial Study for the Monteolivo Project Tentative Tract Map 37895



LEAD AGENCY:

City of Corona

400 South Vicentia Avenue
Corona, California 92882
Contact: Sandra Yang
951.736.2434

PREPARED BY:

VCS Environmental

30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, California 92675
Contact: Julie Beeman
949.489.2700

August 2023

This document has been setup for double-sided printing in order to conserve natural resources.

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1.0 INTRODUCTION

1.1 Background

In 2014, the City of Corona adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for Tentative Tract Map 36533 (Monteolivo Subdivision) that is presented in Appendix A, which allowed for the development of 103 single-family homes within the City of Corona, County of Riverside; refer to [Figure 1-1, *Regional Location Map*](#). As shown in [Figure 1-2, *Project Area Map*](#), the Monteolivo Subdivision is surrounded by the existing Bel Air residential neighborhood to the west, lower density residential uses and unincorporated land to the south, vacant land to the east, and Riverside Canal and former wastewater treatment pond site to the north. The IS/MND determined that with the incorporation of mitigation measures all potential impacts associated with implementation of Tentative Tract Map 36533 would be less than significant.

Subsequent to the approval of Tentative Tract Map 36533 and adoption of IS/MND, the approved tentative tract map inadvertently expired, which required that a new tentative tract map for the project be submitted to the City of Corona. Presently, the majority of the site has been rough-graded, and all required offsite improvements have been constructed. The property remains vacant and fenced off from the public.

The applicant has submitted a new Tentative Tract Map 37895 (TTM 37895), which retains the same general configuration and dwelling unit count except for a recreation center previously proposed on the project site has been replaced with an open space area; refer to [Figure 1-3a, *Tentative Tract Map No. 37895*](#), and [Figure 1-3b, *Public Road Dedication*](#). Because the project proposes the same number of residential units and the same general configuration, the City of Corona has determined that TTM 37895 has been adequately evaluated under the previously approved IS/MND.

REGULATORY PERMIT BACKGROUND

The construction of the proposed project includes a sewer pipeline connection, storm drain improvements, and conversion of a wastewater treatment pond into a water quality treatment detention basin.

SEWER PIPELINE CONNECTION

As shown in [Figure 1-4, *Sewer Pipeline Connection*](#), the sewer line connection extended approximately 300 feet southwesterly from an existing sewer line located near Sherborn Street to the Bel Air Neighborhood located along Laurel Canyon Way. The sewer pipeline connection extends along an existing dirt road that is adjacent to the Riverside Canal, Northeaster Drainage Channel and the existing water quality treatment basin.

During construction of the offsite sewer line connection that was intended to be built beneath an existing access road, heavy rains caused significant erosion and a landslide buried the access road. Consequently, the sewer line to be constructed was relocated in the field 20 feet easterly, in order to protect the sewer improvements and access road. The adjacent Riverside Canal and an unnamed drainage to the Riverside Canal also had to be slope-stabilized as a result of the erosion and landslide.

These actions inadvertently caused impacts to jurisdictional waters and required after-the-fact coordination and/or jurisdictional permits from the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board

(RWQCB). A CDFW Operation of Law was issued on September 25, 2019, a USACE Non-Notifying Nationwide Permit was submitted to USACE on March 10, 2020, a Notice of Violation was issued from the RWQCB on August 15, 2019, and an After-the-Fact Determination of Biologically Equivalent or Superior Preservation (DBESP) pursuant to the Riverside Multiple Species Habitat Conservation Plan (MSHCP) was reviewed by CDFW and USFWS and was deemed complete on December 8, 2021. These documents/permits addressed impacts to the Riverside Canal and unnamed drainage.

PROPOSED CONVERSION WASTEWATER TREATMENT POND TO WATER QUALITY TREATMENT DETENTION BASIN

As shown in [Figure 1-5, *Water Quality Treatment Detention Basin*](#), the project included the conversion of an existing 4.0-acre wastewater treatment pond into a water quality treatment facility. The wastewater treatment pond was part of a private sewer system that was owned and operated for the Bel Air Neighborhood Homeowner Association. The wastewater treatment pond was determined to not be Waters of the U.S. or State and was decommissioned by Santa Ana Regional Water Quality Control Board (RWQCB) in 2017. The pond was drained and the vegetation in one-half of the pond was removed and converted to a water quality treatment basin. The other half remains as open space. A berm has been constructed to separate the two basins.

The wildlife agencies initially requested information on the sewage pond retrofit. The original sewage treatment ponds were not considered jurisdictional waters of the U.S. or State due to its use as an isolated waste treatment facility. The sewage treatment pond would also not be considered an MSHCP riparian/riverine feature because it did not contain a freshwater source. When the sewage ponds were decommissioned, a portion of the pond was converted into a water quality basin and the remainder still exists as a remnant pond, but no longer treats sewage.

The connection of the Bel Air Community sewer lines, and the decommissioning of the sewage pond, was required by the City of Corona as stated within the greater Monteolivo Development Conditions of Approval (Appendix A, Conditions 42-45). As this requirement is in the existing Conditions of Approval, additional CEQA review is not required, and therefore does not warrant additional MSHCP review. As stated in the 2020 DBESP, impacts to the unnamed drainage and the Riverside Canal were not anticipated, and therefore the regulatory agency coordination, MSHCP After the Fact and this associated CEQA review is intended to address impacts to the unnamed drainage and Riverside Canal only.

The City of Corona submitted a DBESP to the USFWS and CDFW on February 24, 2021. Comments were provided by USFWS and CDFW on April 26, 2021 and responses were submitted on June 23, 2021. Subsequent USFWS and CDFW comments were received on August 24, 2021. Additional comment responses were submitted to CDFW and USFWS on October 8, 2021. No further comments were received from the wildlife agencies within their 60-day review period, and therefore, the DBESP was deemed complete on December 8, 2021. Copies of the correspondence are attached in Appendix B.

STORM DRAIN IMPROVEMENTS

To construct the sewer line connection, shown in [Figure 1-4, *Sewer Pipeline Connection*](#), the banks of the Riverside Canal Drainage and the Northeasterly Drainage Channel were stabilized with the placement of rock riprap. This involved the widening of the channel, replacement of an existing culvert, installation of a headwall and installation of approximately 135 linear feet of riprap for energy dissipation. Improvements to the channel required a 404 Permit from the USACE, a 1600 Streambed Agreement from CDFW and a 401 Water Quality Certification from the RWQCB. Presently, the Proposed Project Modification have approval from the CDFW and is pending permit approvals from the USACE and RWQCB.

1.2 Location and Surrounding Land Uses

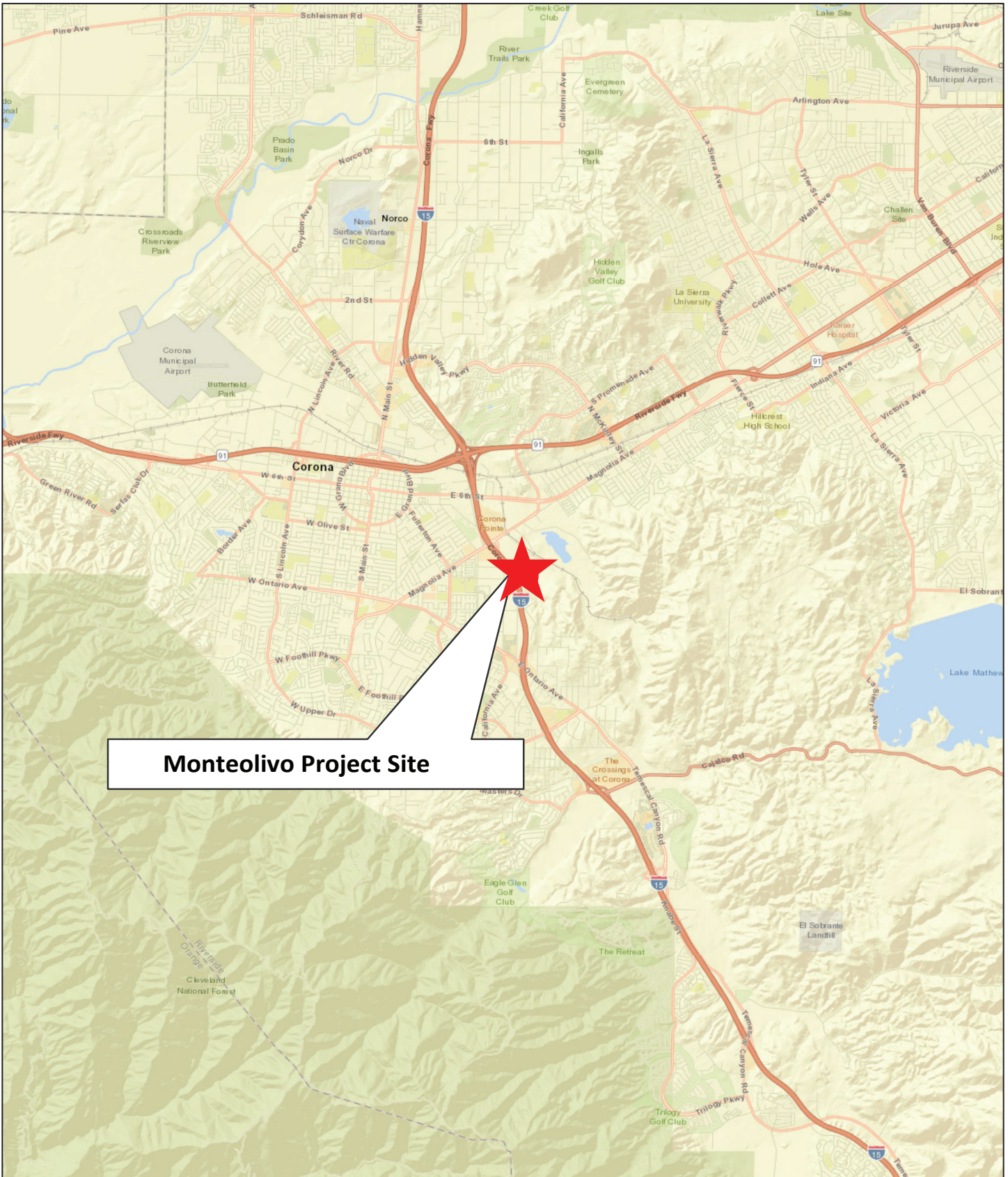
The Monteolivo project site consists of 61.6 acres and is located east of the intersection of Laurel Canyon Way and Old Temescal Road within the City of Corona, County of Riverside. The site area is located approximately 0.02 miles east of Interstate 15 (I-15) and one mile south of State Route 91 (SR-91). The project site is surrounded by the existing Bel Air residential neighborhood to the west, lower density residential uses to the south, vacant land to the east and Riverside Canal and former wastewater treatment pond site to the north.

1.3 Proposed Project Modifications

The Proposed Project Modifications in Addendum 1 evaluate a proposed private gated circulation access through the community and the replacement of the previously proposed recreation center with an open space park area.

PROPOSED PROJECT ACCESS

The primary access for the Monteolivo community would be a stop-controlled full access driveway at Laurel Canyon Way with a private gate. The project would also provide a secondary access road through the southern portion of the Monteolivo community which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate and would not be open to the public; refer to [Figure 1-6, *Proposed Project Circulation Access*](#).



Source: ESRI; March 2019.





Source: Google Earth Pro; March 2023.

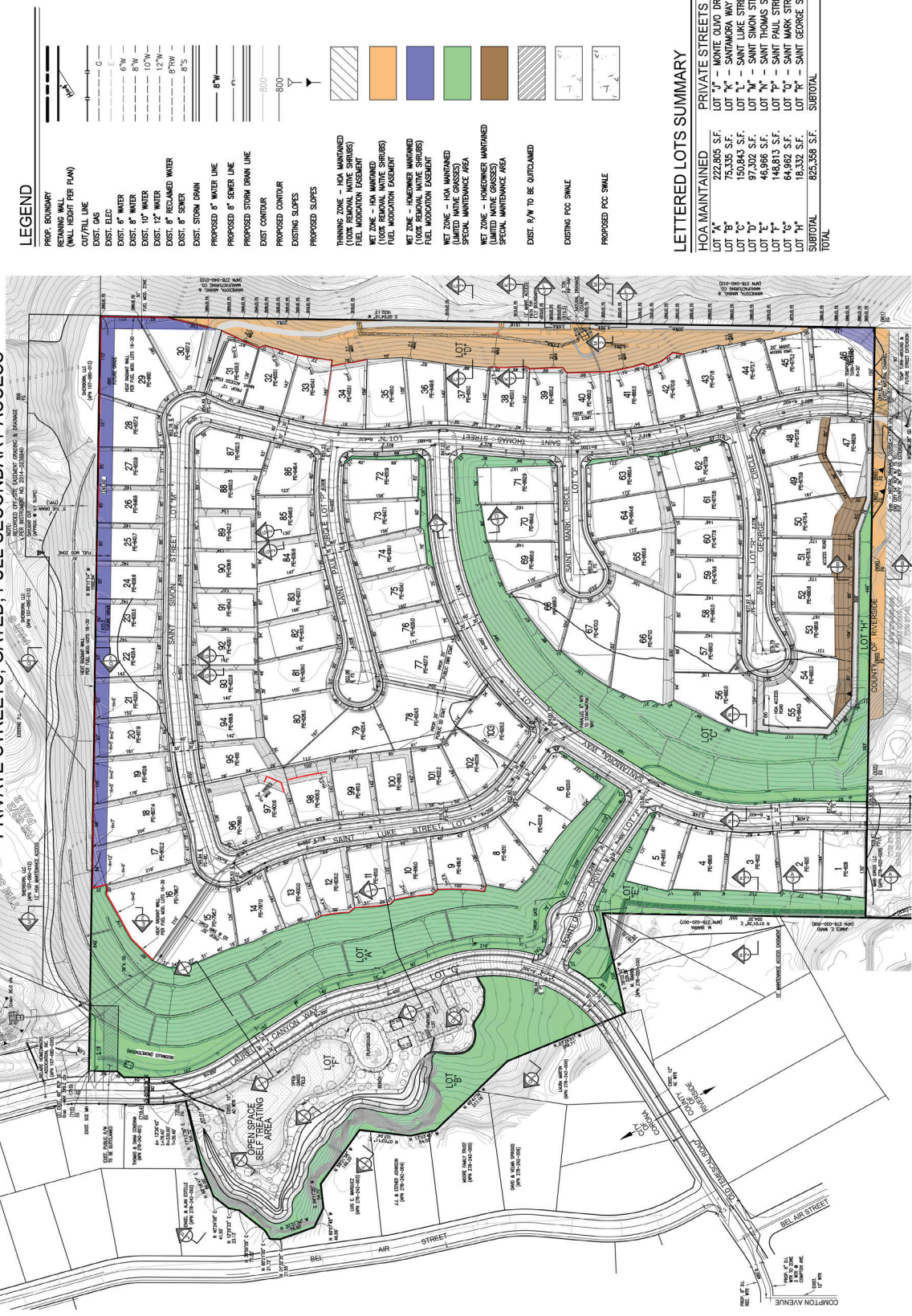
 - approximate Project Site Boundary



TENTATIVE TRACT NO. 37895

PRIVATE STREETS, GATED, FULL SECONDARY ACCESS

DPR20-0006



LEGEND

	PROP. BOUNDARY
	RETAINING WALL (WALL HEIGHT PER PLAN)
	CUT/FILL LINE
	EXIST. 6" WATER
	EXIST. 8" WATER
	EXIST. 10" WATER
	EXIST. 12" WATER
	EXIST. 6" RECLAIMED WATER
	EXIST. 8" SEWER
	EXIST. STORM DRAIN
	PROPOSED 8" WATER LINE
	PROPOSED 8" SEWER LINE
	PROPOSED STORM DRAIN LINE
	EXIST. CONTOUR
	PROPOSED CONTOUR
	EXISTING SLOPES
	PROPOSED SLOPES
	THINNING ZONE - HOA MAINTAINED (LOOK REMOVAL NATIVE SHRUBS) FUEL MODIFICATION EASEMENT
	THINNING ZONE - HOMEOWNER MAINTAINED (LOOK REMOVAL NATIVE SHRUBS) FUEL MODIFICATION EASEMENT
	WET ZONE - UNKOWNER MAINTAINED (LOOK REMOVAL NATIVE SHRUBS) FUEL MODIFICATION EASEMENT
	WET ZONE - HOA MAINTAINED (LIMITED NATIVE GRASSES) SPECIAL MAINTENANCE AREA
	WET ZONE - HOMEOWNER MAINTAINED (LIMITED NATIVE GRASSES) SPECIAL MAINTENANCE AREA
	EXIST. R/W TO BE OUTCLAIMED
	EXISTING FCC SWALE
	PROPOSED FCC SWALE

LETTERED LOTS SUMMARY

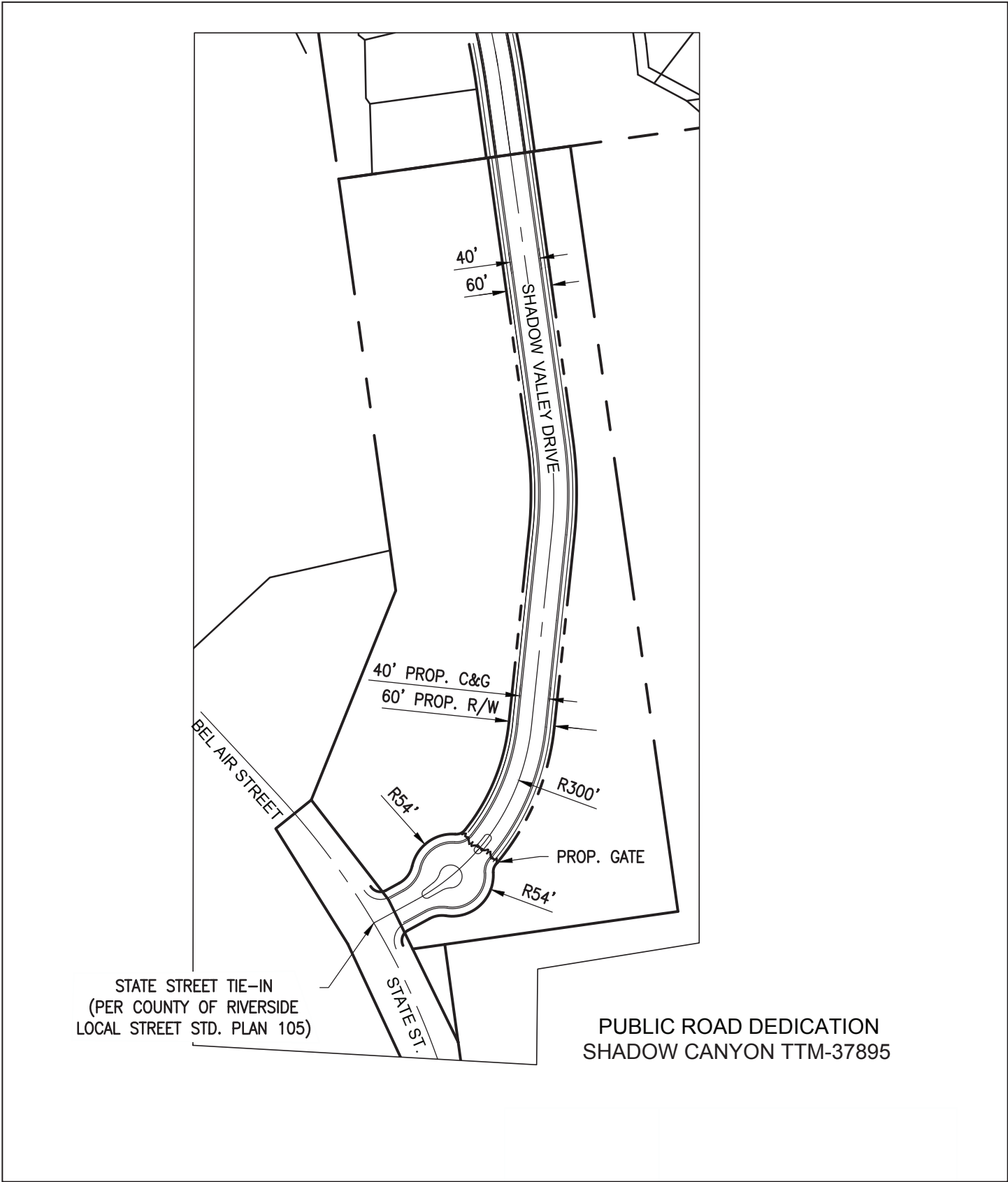
HOA MAINTAINED	PRIVATE STREETS	
LOT "A" 222,805 S.F.	LOT "A" - MONTE OLIVO DRIVE	27,539 S.F.
LOT "B" 75,335 S.F.	LOT "B" - SANTAMORA WAY	86,787 S.F.
LOT "C" 150,843 S.F.	LOT "C" - SAINT LUKE STREET	48,412 S.F.
LOT "D" 97,302 S.F.	LOT "D" - SAINT SIMON STREET	64,591 S.F.
LOT "E" 46,866 S.F.	LOT "E" - SAINT THOMAS STREET	89,411 S.F.
LOT "F" 148,814 S.F.	LOT "F" - SAINT PAUL STREET	38,062 S.F.
LOT "G" 64,862 S.F.	LOT "G" - SAINT MARK STREET	22,350 S.F.
LOT "H" 18,332 S.F.	LOT "H" - SAINT GEORGE STREET	36,690 S.F.
SUBTOTAL	SUBTOTAL	413,942 S.F.
TOTAL	TOTAL	1,239,200 S.F.

Source: Armstrong & Brooks Consulting Engineers; August 9, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum
Tentative Tract Map No. 37895



Figure 1-3a



**PUBLIC ROAD DEDICATION
SHADOW CANYON TTM-37895**

Source: Armstrong & Brooks Consulting Engineers; August 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum
Public Road Dedication





Sources: Bing, Google Earth, LSA and VCS; February 2020.

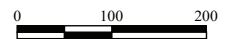
MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum
Sewer Pipeline Connection





LEGEND:

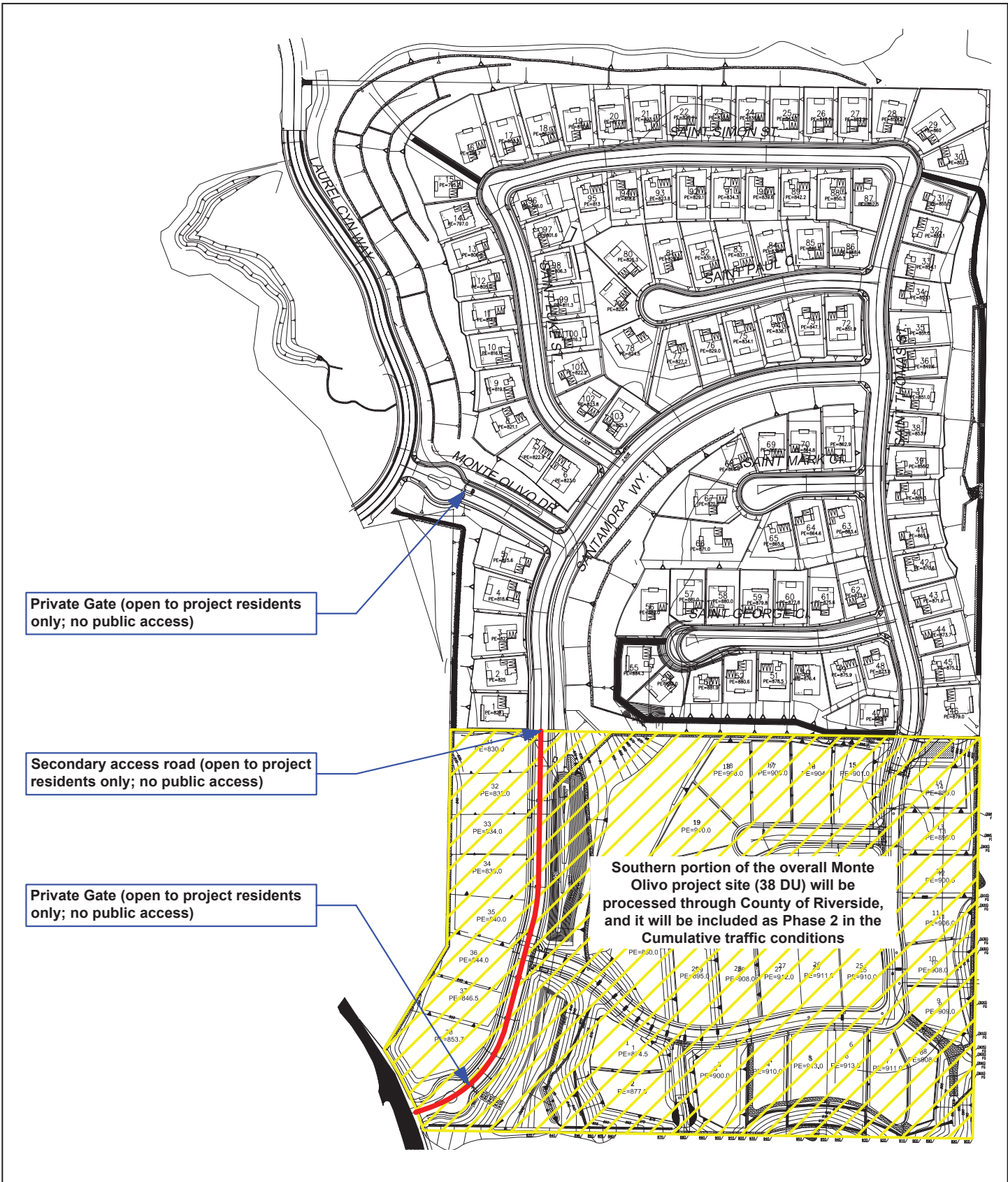
- Study Area
- Sewer Line Location
- Water Quality Basin



Source: LSA.

MONTECOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum
Water Quality Treatment Detention Basin





Source: Ganddini Group, Inc.; January 26, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum
Proposed Project Circulation Access



Project Access Design Features

The following traffic design features have been incorporated into the Proposed Project Modifications to ensure that project area intersections and roadway segments operate at acceptable levels of service:

- PDF-T-1: At the project driveway at Laurel Canyon Way (Intersection No. 7), install a westbound stop sign, and provide a westbound shared left-right lane.
- PDF-T-2: At the project driveway at State Street (Intersection No. 8 – Opposite Bel Air Street), install a westbound stop sign, and provide a westbound shared left-right lane.

PROPOSED PASSIVE OPEN SPACE AREA

The previously expired Tentative Tract Map (TTM) included a 3.16-acre open space lot located on the west side of Laurel Canyon Way, north of the project entry, which would be dedicated for the construction of a common private recreational center with amenities for the benefit of future homeowners. TTM 37895 proposes to retain the 3.16-acre open space lot, but in-lieu of providing a recreation center, proposes a passive open space area. The open space area is envisioned to include a tot lot of play equipment, informal open grass play areas, pedestrian pathways, and picnic areas with shade pavilions; refer to [Figure 1-7, *Conceptual Landscape Plan*](#).

1.4 Basis for an 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 EIR (or MND) have occurred.” CEQA Guidelines Section 15164 identifies the following conditions that would require the preparation of a subsequent MND:

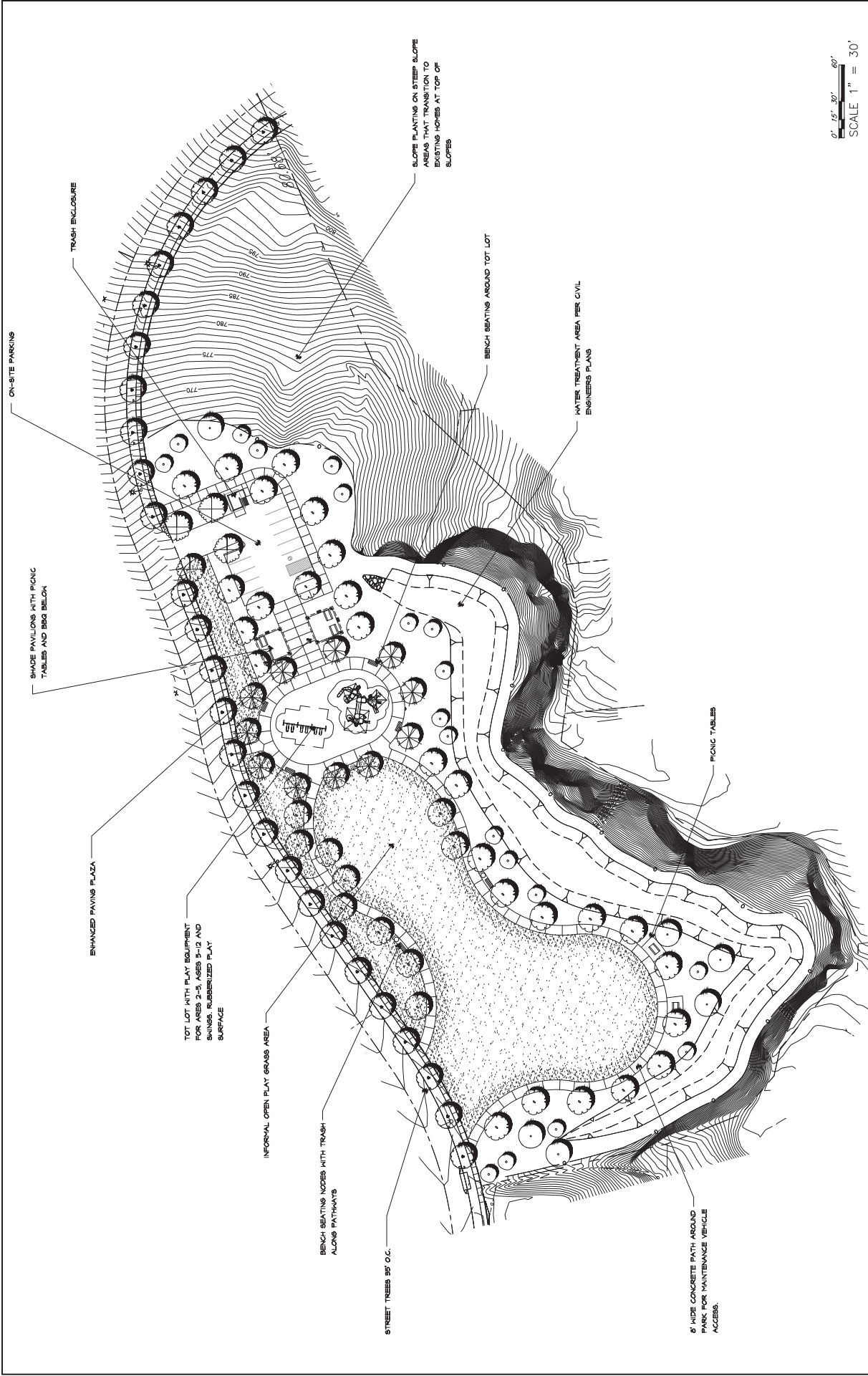
- Substantial changes in the project are proposed which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- Substantial changes occur with respect to the circumstances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



Source: Ian Davidson Landscape Architecture; October 2020.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum

Conceptual Landscape Plan

Figure 1-7



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 IS/MND demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the previously approved Final IS/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 Final IS/MND.

1.5 Mitigation Measures

PREVIOUSLY APPROVED EXISTING MITIGATION MEASURES

Below is a listing of mitigation measures provided in the previously approved IS/MND that are relevant to the Proposed Project Modifications. Because construction activities for the residential project have been completed, the majority of the mitigation measures from the previously adopted IS/MND are no longer relevant.

- AIR-3: During site preparation and grading activities, the applicant or its contractor shall control airborne dust and PM₁₀/PM_{2.5} by watering all active areas at least three times per day, as dictated by local soil and wind conditions. If visible emissions of fugitive dust persist beyond a distance of 200 feet from the boundary of the construction site, all feasible measures shall be implemented to eliminate potential nuisance conditions at offsite receptors.
- BIO-6: A pre-construction survey for avian nests within seven (7) days of vegetation clearance or grading of the project site, if grading permits are to be issued during the nesting season, March 1st through September 1st.
- BIO-7: If passerine birds are found to be nesting, a 250-foot buffer is required around the nesting site, in which the vegetation cannot be disturbed. In the event that the nest is for a raptor, the buffer shall be expanded to 500-feet. If multiple nests are found, grading and grubbing of the project site shall be postponed.
- BIO-8: A qualified biologist shall closely monitor the project site and nests until it is determined that the nests are no longer active.
- BIO-9: Prior to the issuance of a grading permit, applicable Section 404 permit from the U.S. Army Corps of Engineers and a Streambed Alteration Permit pursuant to Fish and Wildlife Code 1602, and Section 401 Water Quality Certification from the Regional Water Quality shall be obtained.
- BIO-10: A Water Quality Management Plan and SWPPP shall be prepared and implement BMPs (Best Management Practices) that will prevent habitat degradation caused by runoff within the adjacent conservation area and pollutants from vehicles and paved surfaces are organic compounds, metals, and oil/grease; from pet waste are bacteria/virus pathogens; and from landscaping are sediment, nutrients, oxygen-demanding substances, and herbicides/pesticides.

- CR-15: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.
- CR-16: The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.
- CR-17: All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.
- CR-18: If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer shall retain a qualified archaeologist to assess the significance of such resources. Pursuant to California Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. The archaeologist shall be responsible for determining the significance of the cultural resource and mitigation for such resources. The archaeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.
- GEO-2: During earthwork construction, the applicant shall adhere to the grading recommendations presented in the Preliminary Geotechnical Investigation prepared by Geocon Inland Empire Inc. (2006).
- GEO-19: The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.
- GEO-20: All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens.
- GEO-21: A report prepared by the archeologist documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.

- T-4: Prior to the issuance of the first Certificate of Occupancy, the northbound shared left/through/right turn lane of Compton Avenue at Old Temescal Road shall be widened and/or restriped to provide an exclusive left-turn lane and a shared through-right turn lane.
- T-5: Prior to the recordation of TTM 36533, the applicant shall pay the fair share cost of 9.55 percent towards the construction of a two-phased signal traffic signal at the intersection of Rimpau Avenue at Old Temescal Road. In addition, the northbound shared left-through lane shall be restriped to provide an exclusive left-turn lane and the southbound shared left-through lane shall be restriped to provide an exclusive left-turn lane.

PROPOSED MITIGATION MEASURES

The following Mitigation Measures are proposed based on the analysis provided in the Addendum to the IS/MND:

- TRANS-1: Prior to map recordation, the project shall constrict or if the signal is constructed, provide a fair share payment for the installation of the traffic signal at the intersection of State Street/Ontario Avenue.
- TRANS-2: The following circulation improvements are recommended to enhance safe vehicle within the project area:
- Prior to issuance of first Certificate of Occupancy, Laurel Canyon Way, adjacent to the project boundary, shall be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development per City standards.
 - Prior to issuance of the first Certificate of Occupancy, the project shall provide a secondary access road through the southern portion of the site which would create a stop-controlled secondary access driveway at State Street for project residents only.
 - All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project should be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Corona and applicable portions to the County of Riverside.
 - Prior to issuance of first Certificate of Occupancy, site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Corona.
 - Onsite traffic signing and stripping plans shall be submitted to City of Corona for approval in conjunction with detailed construction plans for the project.
 - The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable City of Corona, County of Riverside and California Department of Transportation sight distance standards.

- The northeast and southeast corners of the project site access driveway at State Street shall be limited to low growing ground cover and/or hardscape to ensure that overgrown landscape would not obstruct driver views along State Street. The final Improvement Plans for the State Street project driveway access shall be approved by the City of Corona and County of Riverside.

1.6 Summary of Findings

In accordance with the analysis presented in Section 2.0, and pursuant to Sections 15162, 15164, and 15183 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously prepared IS/MND due to new or substantially more severe significant environmental effects than previously analyzed; and
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed; and
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously prepared EIRs.

2.0 ENVIRONMENTAL CHECKLIST

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in an original project's IS/MND. The focus of this analysis is on the identified changes associated with the Proposed Project Modifications and whether there would be any difference in identified impacts or required mitigation measures from those identified in the previously approved IS/MND.

The following analysis is used to: (1) compare the environmental impacts of the Proposed Project Modifications with impacts evaluated in the previously adopted IS/MND; (2) to identify whether the Proposed Project Modifications would result in new or more severe significant environmental impacts; and (3) to identify if there have been substantial changes with respect to the circumstances under which the Proposed Project Modifications would be undertaken since adoption of the previously approved IS/MND that would result in new or more severe significant environmental effects. This analysis confirms that the Proposed Project Modifications are within the scope of the previously approved IS/MND, and the Proposed Project Modifications would cause no new or more severe significant effects and no new mitigation measures are required.

The following discussion has been undertaken pursuant to the provisions of CEQA Guidelines Sections 15162 and 15164 to provide the City of Corona with the factual basis for determining whether any changes associated with the Proposed Project Modifications, any changes in circumstance, or any new information since adoption of the previously approved IS/MND requires additional environmental review.

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2.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Have a substantial adverse effect on a scenic vista?

Previously Approved MND Finding No Impact: According to the City of Corona General Plan, there are no designated scenic vistas on the project site. The previously adopted IS/MND determined that the original project would not impact any scenic vistas.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect on a scenic vista. The Proposed Project Modifications would occur in the same general project area and like the original project, would not have an adverse impact on any designated scenic vistas. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Previously Approved MND Finding No Impact: The State Scenic Highway Program was established by the California Department of Transportation (Caltrans) to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to state highways. According to Caltrans, State Route 91 (SR-91) is identified as an eligible State Scenic Corridor from I-15 west to SR-91. The previously adopted IS/MND determined that the project site was located southeast of SR-91 and the I-15 interchange, outside of the segment of I-15 that is identified as an eligible scenic corridor and no impacts to scenic resources within the viewshed of a state highway would occur.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and

historic buildings within a state scenic highway. The Proposed Project Modifications would occur in the same general project area. Therefore, no potential adverse impacts to scenic resources within the viewshed of a state scenic highway would occur. Compared to the original project, implementation of the Proposed Project Modifications would result in the same level of impacts to state scenic highways.

- c) **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project was consistent with existing developments in the vicinity and would not degrade the visual character of the site or surrounding area.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to substantially degrade the existing visual character or quality of the site and its surroundings. The construction of the Proposed Project Modifications would temporarily alter the existing aesthetic environment but would not change the overall aesthetic character of the project area. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to the aesthetic visual character of the project area.

- d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not have any adverse light and glare impacts.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The Proposed Project Modifications would not introduce any new sources of light and glare impacts within the project area, beyond provided by the original project. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of light and glare impacts.

SUMMARY OF FINDINGS FOR AESTHETICS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.2 Agricultural and Forestry Resources

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the project does not contain Prime Farmland or Farmland of Statewide Importance, and therefore the original project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural land uses.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site has been rough graded. There are no existing agricultural land uses on the project site. Implementation of the Proposed Project Modifications will not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural land uses. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to agricultural resources.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not conflict with any existing agricultural zoning or Williamson Act contracts on the property. According to the City of Corona Zoning Code, the project site is not zoned for agricultural land uses or is not under existing Williamson Act contracts.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to conflict with existing zoning for agricultural use, or a Williamson Act contract. As identified previously, the project site has been rough graded and there are no agricultural resources within the project area where the Proposed Project Modifications would occur. Therefore, the Proposed Project Modifications would not conflict with any lands zoned for agricultural uses or conflict with lands under a Williamson Act contract. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to agricultural resources.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not cause a rezoning of lands that are zoned for forest land or timberland.

Addendum Finding No Impact: The Proposed Project Modifications would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. According to the City of Corona Zoning Code, the project site is not zoned for forest land or timberland. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to forest land or timberland uses.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not result in the loss of forest or convert forest land to non-forest land uses.

Addendum Finding No Impact: The Proposed Project Modifications would not result in the loss of forest land or conversion of forest land to non-forest use. The project has been rough graded and does not contain forest land resources. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to forest land resources.

- e) **Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not result in the loss of forest or convert forest land to non-forest land uses.

Addendum Finding No Impact: The Proposed Project Modifications would not cause any onsite or offsite conversion of farmland or forest land to non-agricultural uses or non-forest uses. The project site and surrounding area does not contain farmland or timberland. Compared to the previously adopted IS/MND, the implementation of the Proposed Project Modifications would result in the same level of impact to farmland or forest land resources.

SUMMARY OF FINDINGS FOR AGRICULTURAL AND FORESTRY RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Conflict with or obstruct implementation of the applicable air quality plan?

Previously Approved MND Finding Less Than Significant Impact: Potential air quality impacts associated with the construction of the Monteolivo Subdivision were evaluated and mitigated in the previously approved IS/MND. Mitigation Measure AIR-3 was incorporated into the project to reduce potential localized air quality impacts to less than significant. The previously approved IS/MND determined the construction and operation of the original Monteolivo Subdivision Project would not conflict with the South Coast Air Quality Management District’s (SCAQMD) Air Quality Management Plan.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to conflict with or obstruct implementation of the applicable air quality plan. The Proposed Project Modifications would provide private gated circulation access through the project and the replacement of the previously proposed recreation center with an open space park area. The Proposed Project Modifications would not generate additional population, housing, or employment growth beyond what is currently identified in the City of Corona General Plan, and therefore would not conflict with the SCAQMD’s Air Quality Management Plan (AQMP). Therefore, the Proposed Project Modifications would be consistent with the AQMP. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact regarding conflicts with the SCAQMD’s Air Quality Management Plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The project site is located in a Federal and/or State nonattainment area for PM₁₀, PM_{2.5}, and O₃. The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same.

The previously approved IS/MND determined the original project would result in less than significant regional operational air quality impacts and less than significant construction related air quality impacts with implementation of Mitigation Measure AIR-3. Therefore, cumulative air quality impacts would also be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standards. The proposed project would not increase the number of dwelling units or increase the amount of vehicle trips beyond the amount provided in the original project. Therefore, there would be no increase in long-term air quality emissions compared to the original project. Compared to the original project, there would be no increase in construction related emissions. Like the original project, to minimize fugitive dust impacts, the project would be required to implement Mitigation Measure AIR-3 which requires watering all active areas at least three times per day. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of air quality impacts.

Mitigation Measures:

AIR-3: During site preparation and grading activities, the applicant or its contractor shall control airborne dust and PM₁₀/PM_{2.5} by watering all active areas at least three times per day, as dictated by local soil and wind conditions. If visible emissions of fugitive dust persist beyond a distance of 200 feet from the boundary of the construction site, all feasible measures shall be implemented to eliminate potential nuisance conditions at offsite receptors.

c) Expose sensitive receptors to substantial pollutant concentrations?

Previously Approved MND Finding Less Than Significant Impact: Sensitive receptors include, but are not limited to, residential uses, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. Existing residential uses are located west of where the Proposed Project Modifications would occur. The previously approved IS/MND determined that the original project would result in less than significant localized air quality impacts with the incorporation of Mitigation Measure AIR-3.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not expose sensitive receptors to substantial pollutant concentrations. The proposed project would not increase long-term operational air emissions or short-term construction emissions and would not increase the exposure of sensitive receptors to increased levels of air pollutants. As required for the original project, to minimize fugitive dust impacts, the proposed project would be required to implement Mitigation Measure AIR-3 which requires watering all active areas at least three times per day. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of localized air quality impacts.

Mitigation Measures: Mitigation Measure AIR-3 is required.

d) **Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the construction operations for the original project would generate less than significant odor impacts and that no adverse operational odor impacts would occur.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to result in other emissions that would adversely affect a substantial number of people. Like the original project, odor emissions generated from the operation of construction equipment would be short-term and would not be confined to one specific location and would disperse quickly. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of odor impacts.

SUMMARY OF FINDINGS FOR AIR QUALITY

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.4 Biological Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND evaluated potential impacts to sensitive species associated with the construction of the Monteolivo project. The assessment analyzed both onsite conditions associated with the 61.6-acre project site. The assessment included habitat suitability assessments (HSAs) for Narrow Endemic Plant Species [San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia stellaris*), and San Miguel savory (*Satureja chandleri*)]. The assessment also included potential habitat

for the burrowing owl (*Athene cunicularia hypugea*). Potential burrows were present throughout the site and were not mapped individually during this survey. The biological analysis determined that no suitable habitat exists for the San Diego ambrosia, Brand's Phacelia and San Miguel savory. Finally, no burrowing owls were observed during focused field surveys in the study area. To ensure no impacts could occur to nesting birds, Mitigation Measures BIO-6, BIO-7, and BIO-8 were required. With implementation of Mitigation Measures BIO-6, BIO-7, and BIO-8, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. There would be the potential that nesting birds could be present within the vicinity of the proposed open space park area and construction activities associated with improving the open space areas could generate construction noise impacts that could potentially disrupt the breeding patterns of nesting birds. As required for the previously approved project, ensure that no potential construction noise impacts would occur to nesting birds, the proposed project would be required to implement Mitigation Measures BIO-6, BIO-7, and BIO-8. With implementation of Mitigation Measures BIO-6, BIO-7, and BIO-8, potential construction noise impacts to nesting birds would be less than significant.

Mitigation Measures:

- BIO-6: A pre-construction survey for avian nests within seven (7) days of vegetation clearance or grading of the project site, if grading permits are to be issued during the nesting season, March 1st through September 1st.
- BIO-7: If passerine birds are found to be nesting, a 250-foot buffer is required around the nesting site, in which the vegetation cannot be disturbed. In the event that the nest is for a raptor, the buffer shall be expanded to 500-feet. If multiple nests are found, grading and grubbing of the project site shall be postponed.
- BIO-8: A qualified biologist shall closely monitor the project site and nests until it is determined that the nests are no longer active.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND included a Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis dated January 2014, prepared by LSA, identified the project would result in 0.827 acres of temporary effects including 0.109 acres of streambed and 0.718 acres of riparian streambed, and 1.392 acres of permanent effects including 0.543 acres of streambed and 0.849 acres of riparian streambed. To reduce potential impacts to the riparian habitat, the project was required to implement Mitigation Measure BIO-9, which required a Section 404 permit from the USACE, a Streambed Alternation Agreement from the CDFW and Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). With implementation of Mitigation Measure BIO-9, potential impacts were determined to be less than significant.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community. The area where the Proposed Project Modifications would be implemented has been previously rough graded and the areas currently consist of non-native weeds and are void of any sensitive natural communities. No potential impacts to sensitive natural communities would occur. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in no additional impacts to sensitive natural communities.

- c) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND identified the project would result in temporary and permanent impacts to wetland habitat, that included 0.827 acres of temporary effects including 0.109 acres of streambed and 0.718 acres of riparian streambed, and 1.392 acres of permanent effects including 0.543 acres of streambed and 0.849 acres of riparian streambed. The project was required to implement Mitigation Measure BIO-9 which requires a Section 404 permit from the , a Streambed Alternation Agreement from the CDFW and a Section 401 Water Quality Certification from the RWQCB. With implementation of Mitigation Measure BIO-9, potential impacts were determined to be less than significant.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to have a substantial adverse effect on state or federally protected wetlands. The areas where the Proposed Project Modifications would be implemented have been previously rough graded and the areas currently consist of non-native weeds and are void of any wetland habitat. Compared to the previously adopted IS/MND, no additional impacts to riparian habitat would occur.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND determined the project is not located within or would not provide lineage to an open space corridor and potential impacts to wildlife movement were less than significant. To ensure no impacts could occur to nesting birds, Mitigation Measures BIO-6, BIO-7 and BIO-8 were required. With implementation of Mitigation Measures BIO-6, BIO-7 and BIO-8, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: There are no wildlife corridors or wildlife movement in the areas where the Proposed Project Modifications would occur. Therefore, no adverse effects to wildlife movement occurred. There would be the potential that nesting birds could be present within the vicinity of the proposed open space park area and construction activities associated with improving the open space areas could generate construction noise impacts that could potentially disrupt the breeding patterns of nesting birds. Like the previously approved IS/MND, ensure that no potential construction noise impacts would occur to nesting birds, Mitigation Measures BIO-6, BIO-7 and BIO-8 would be required. With implementation of Mitigation Measures BIO-6, BIO-7 and BIO-8, potential construction noise impacts to nesting birds would be less

than significant. Compared to the previously adopted IS/MND, the level of potential impacts to nesting birds would be the same.

Mitigation Measures: Mitigation Measures BIO-6, BIO-7 and BIO-8 are required.

e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Previously Approved MND Finding Less Than Significant Impact: The City of Corona Municipal Code Section 12.22.080 establishes criteria and requirements regarding trees that are determined to be a Landmark Tree. The previously approved IS/MND determined that the trees on the project site were not regulated by the City of Corona Municipal Code Section 12.22.080. Potential impacts were less than significant.

Addendum Finding No Impact: The areas where the Proposed Project Modifications would be implemented have been previously rough graded and the areas currently consist of non-native weeds and is void of any trees that would be considered a Landmark Tree as defined by Municipal Code Section 12.22.080. Compared to the previously adopted IS/MND, no additional impacts to landmark trees would occur.

f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

Previously Approved MND Finding No Impact: The previously approved IS/MND identified the project site as located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP consists of Area Plans divided into Subunits, and further, into Criteria Cells with specific conservation objectives identified for each. Conservation objectives include target conservation acreages, along with a description of the Planning Species, Biological Issues and Considerations, and Criteria for each Subunit and Criteria Cell. The project site is within the Temescal Canyon Area Plan. The project site does not lie within the MSHCP Criteria Area. The Conservation Summary Report Generator indicates that 0.05 acres of the project site is within Criteria Cell 2018. However, the Western Riverside County Regional Conservation Authority (RCA) in a letter to the City of Corona, dated December 29, 2006, JPR #06-12-19-01, acknowledged the portion of the project located immediately west of Criteria Cell 2018 is not within this cell and no Joint Project Review was required. Use of the project site as proposed would not conflict with MSHCP conservation objectives for the area.

Addendum Finding No Impact: The areas where the Proposed Project Modifications would be implemented are not located within a MSHCP Area Plan Subunit, Criteria Cell, or Criteria Cell Group and are also not located within any of the identified existing or proposed Cores and Linkages. The Proposed Project Modifications would not conflict with the Consistency Analysis and a Determination of Biologically Equivalent or Superior Preservation (DBESP) that was prepared for the original project. The revised project would be consistent with MSHCP objectives. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same conclusion regarding MSHCP consistency and the level of impacts would be the same.

SUMMARY OF FINDINGS FOR BIOLOGICAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.5 Cultural Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND determined the project site is not known to contain any historical resources. However, because cultural resources are known to occur in the project area, there is the potential that unknown cultural resources could exist and be encountered during construction. To avoid impacts to unknown cultural resources, Mitigation Measures CR-16, CR-17, and CR-18, described below, were recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. The areas where the Proposed Project Modifications would be implemented have been rough graded and no historic resources were encountered. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter unknown historic resources. However, on the side of caution and in the remote event unknown historic resources are encountered, Mitigation Measures CR-16, CR-17, and CR-18 are recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18, potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown historical resources.

Mitigation Measures:

CR-16: The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition.

CR-17: All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

CR-18: If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer shall retain a qualified archaeologist to assess the significance of such resources. Pursuant to California Public Resources Code Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. The archaeologist shall be responsible for determining the significance of the cultural resource and mitigation for such resources. The archaeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s). If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND determined the project site is not known to contain any known archaeological resources. However, because cultural resources are known to occur in the project area, there is some potential that unknown cultural resources could exist and be encountered during construction. To avoid impacts to unknown archaeological resources, Mitigation Measures 16, 17 and 18 are recommended. With implementation Mitigation Measures CR-16, CR-17, and CR-18, potential impacts would be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. As identified previously, no archaeological resources were encountered during rough grading activities on the project site, including the areas where the Proposed Project Modifications would be implemented. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter unknown archaeological resources. However, on the side of caution and in the remote event unknown archaeological resources are encountered, Mitigation Measures CR-16, CR-17, and CR-18 are recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18, potential impacts to unknown archaeological resources would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown archaeological resources.

Mitigation Measures: Mitigation Measures CR-16, CR-17 and CR-18 are required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND determined the project site did not contain any sacred burial grounds or formal cemeteries. However, because cultural resources are known to occur in the project area, there could be the potential that unknown burial grounds could exist and be encountered during construction. To avoid potential impacts to unknown burial grounds that could exist within the project site, Mitigation Measure CR-15 was required. With implementation of Mitigation Measure CR-15, potential impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to disturb any human remains, including those interred outside of dedicated cemeteries. During rough grading of the project site including the areas where the Proposed Project Modifications would be implemented, no human remains or burial grounds were encountered. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter human remains. However, on the side of caution and in the remote event unknown human remains are encountered, Mitigation Measures CR-15 is recommended. With implementation of Mitigation Measure CR-15, potential impacts to unknown human remains would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown human remains and burial grounds.

Mitigation Measure

CR-15: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

SUMMARY OF FINDINGS FOR CULTURAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.6 Energy

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced 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 checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Previously Approved MND Finding: The 2019 amendments and additions to the CEQA Checklist includes an Energy Section that analyzes the Proposed Project Modifications energy consumption in order to avoid or reduce inefficient, wasteful, or unnecessary consumption of energy. The previously approved IS/MND was prepared before 2019 and did not evaluate the consumption of energy.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The construction and operation of the project would require the commitment of energy resources. The project site has been previously graded including the area where the Proposed Project Modifications would be implemented. Therefore, no additional energy commitments associated with rough grading would be required. Any final grading for the Proposed Project Modifications would have been included in the overall energy commitments for the project. The Proposed Project Modifications would not increase the number of approved residential units on the project site. Therefore, there would be no additional operation energy commitments associated with implementation of the Proposed Project Modifications. Potential impacts associated with the project resulting in wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

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

Previously Approved MND Finding: The 2019 amendments and additions to the CEQA Checklist includes an Energy Section that analyzes if a project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The previously approved IS/MND did not evaluate local plans for renewable energy or energy efficiency.

Addendum Finding Less Than Significant Impact: The City of Corona Climate Action Plan Update, adopted in 2019, contains applicable goals and policies related to energy. The goals and policies that are applicable to the project with the Proposed Project Modifications are shown in [Table 2.6-1](#),

Proposed Project Compliance with Applicable Climate Action Plan Update Energy Policies, along with the project’s consistency.

Table 2.6-1
Proposed Project Compliance with Applicable Climate Action Plan Update Energy Policies

General Plan Goal or Policy	Proposed Project Implementation Actions
Goal 1: Increase Energy Efficiency in Existing Residential Units.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Goal 2: Increase Energy Efficiency in New Residential Units.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Goal 5: Increase Energy Efficiency through Water Efficiency.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Goal 6: Decrease Energy Demand through Reducing Urban Heat Island Effect per Title 24 Requirements.	Consistent. During construction, water and energy conservation measures would be implemented in accordance Title 24 Energy Efficiency Standards.
Source: VCS Environmental; March 23, 2021.	

As shown in Table 2.6-1, the project with the Proposed Project Modifications would be consistent with all applicable energy-related policies from the City of Corona General Plan. Therefore, the Proposed Project Modifications would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

SUMMARY OF FINDINGS FOR ENERGY

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.7 Geology and Soils

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- 1) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Previously Approved MND Finding No Impact: The previously approved IS/MND determined that there were no Alquist-Priolo Fault Zones on the project site and there would be minimal potential for ground rupture impacts.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential for the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. The Proposed Project Modifications would occur on the same project site and like the original project, there would be minimal potential for ground rupture impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of ground rupture impacts.

2) Strong seismic ground shaking?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the project site is located within a seismically active area that could be subject to seismic ground shaking impacts. The previously approved project determined that with compliance with the California Building Code, the potential for strong seismic shaking impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase potential seismic shaking impacts. The Proposed Project Modifications would be implemented within the same project site and would be subject to the same level of risks for potential seismic shaking impacts. However, because the Proposed Project Modifications do not involve the construction of a recreation center structure, there would be less risks for potential seismic shaking that could adversely impact property or people. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in a lower level of seismic shaking risk impacts.

3) Seismic-related ground failure, including liquefaction?

Previously Approved MND Finding Less Than Significant Impact: Geotechnical studies prepared for the project site identified groundwater levels within the project area are 100 feet or more below ground surface and there would be low potential for liquefaction impacts. The previously approved IS/MND determined that potential liquefaction impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for liquefaction impacts. The Proposed Project Modifications would be implemented on the same project site and would be subject to the same low-level risk for potential liquefaction impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of liquefaction impacts.

4) Landslides?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined that the potential for landslide impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for landslide impacts. The areas where the Proposed Project

Modifications would be implemented are relatively flat. The potential for landslide impacts would be low and the implementation of the Proposed Project Modifications would not create any potential landslide hazards. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of landslide impacts.

b) Result in substantial soil erosion or the loss of topsoil?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the construction activities for the project would uncover soils and increase the potential for soil erosion impacts. The previously adopted IS/MND identified the project would be required to comply with the City of Corona grading regulations which would require measures to control erosion. With compliance with grading regulations, potential erosion impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for erosion impacts. Earthwork activities associated with implementation of the Proposed Project Modifications would be required to comply with the City of Corona grading regulations which would require measures to control erosion. Compliance with grading regulations, potential erosion impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential erosion impacts.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND and geotechnical report prepared for the original project determined the project was geotechnically feasible with the incorporation of geotechnical design recommendations. To ensure the geotechnical design recommendations were implemented, Mitigation Measure GEO-2 was required. With implementation of Mitigation Measure GEO-2, potential impacts associated with being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, would be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase potential impacts associated with being located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project. Any earthwork activities associated with implementation of the Proposed Project Modifications would be required to comply with geotechnical design recommendations provided in the project geotechnical report. With implementation of Mitigation Measure GEO-2, potential impacts associated with being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Proposed Project Modifications, would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of geologic stability impacts.

Mitigation Measures:

GEO-2: During earthwork construction, the applicant shall adhere to the grading recommendations presented in the Preliminary Geotechnical Investigation prepared by Geocon Inland Empire Inc. (2006).

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously adopted IS/MND and supporting project geotechnical report determined the project was geotechnically feasible with the incorporation of geotechnical design recommendations presented in the report. With implementation of Mitigation Measure GEO-2, potential expansive soil impacts were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential for adverse soil expansive impacts. Any earthwork activities associated with implementation of the Proposed Project Modifications would be required to comply with geotechnical design recommendations provided in the project geotechnical report. With implementation of Mitigation Measure GEO-2, potential expansive soil impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of expansive soil impacts.

Mitigation Measures: Mitigation Measure GEO-2 is required.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Previously Approved MND Finding No Impact: The previously adopted IS/MND identified the project would not include the use of septic tanks or alternative waste disposal systems.

Addendum Finding No Impact: Similar to the original project, the Proposed Project Modifications do not include the use of septic tanks or alternative waste disposal systems. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND determined there would be low potential for the discovery of known paleontological resources. To avoid impacts to unknown paleontological resources that might be present, the previously approved IS/MND identifies Mitigation Measures GEO-19, GEO-20, and GEO-21 which establishes requirements for the collection and salvaging of paleontological resources in the event unknown paleontological resources are encountered. With implementation of Mitigation Measures GEO-19, GEO-20, and GEO-21, potential impacts to paleontological resources were determined to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to directly, or indirectly, destroy a unique paleontological resource or a site or a unique geologic feature. No paleontological resources were encountered during the rough grading activities on the project site including the areas where the Proposed Project Modifications would be implemented. It would be highly unlikely the implementation of the Proposed Project Modifications would encounter unknown paleontological resources. However, on the side of caution and in the remote event unknown paleontological resources are encountered,

Mitigation Measures GEO-19, GEO-20, and GEO-21 are recommended. With implementation of Mitigation Measures GEO-19, GEO-20, and GEO-21, potential impacts to unknown paleontological resources would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown paleontological resources.

Mitigation Measures:

GEO-19: The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

GEO-20: All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens.

GEO-21: A report prepared by the archaeologist documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.

SUMMARY OF FINDINGS FOR GEOLOGY AND SOILS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.8 Greenhouse Gas Emissions

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Previously Approved MND Finding Less Than Significant Impact: The previously adopted IS/MND estimated the construction of the project would generate 438 annual metric tons of greenhouse gas emissions and the operation of the project would generate 1,955 annual metric tons of greenhouse gas emissions. The construction and operation of the project would not exceed the City’s threshold of 3,000 annual metric tons and less than significant greenhouse gas emission impacts would occur.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project Modifications would not increase the number of dwelling units or increase the amount of vehicle trips beyond the amount provided in the previously approved project. Therefore, there would be no increase in long-term greenhouse gas emissions compared to the original project. Additionally, the overall grading for the project included the area where the open space park area would be located. Therefore, compared to the previously approved project, there would be no increase in construction related greenhouse gas emissions. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of greenhouse gas emission impacts.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Previously Approved MND Finding Less Than Significant Impact: The previously prepared IS/MND determined the project would not conflict with the City of Corona Climate Action Plan.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Proposed Project Modifications would not increase greenhouse gas emissions above the City threshold of 3,000 annual metric tons, and therefore would be consistent with the City of Corona Climate Action Plan. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of

impacts regarding potential conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

SUMMARY OF FINDINGS FOR GREENHOUSE GAS EMISSIONS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.9 Hazards and Hazardous Materials

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the project would result in less than significant impacts regarding the transport, use and disposal of hazardous materials.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for significant impacts regarding the transport, use and disposal of hazardous materials. The construction operations associated with the Proposed Project Modifications could involve the handling of incidental amounts of hazardous substances, such as fuels and oil. Additionally,

long-term maintenance activities of the open space could involve the use of pesticides. To avoid public exposure to hazardous materials, implementation of the Proposed Project Modifications would be required to comply with local, state, and federal laws and regulations regarding the handling and storage of hazardous materials. Compliance with local, state, and federal laws and regulations 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 previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts in regard to the potential to create a hazard to the public or environment associated with the transport, use and disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the project would result in less than significant impacts in regard to accidental release of hazardous materials into the environment.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential for the release of hazardous materials into the environment. Construction operations associated with the Proposed Project Modifications would involve the handling of incidental amounts of hazardous materials, such as fuels, oils, and solvents. To minimize the inadvertent release of hazardous materials into the environment, the Proposed Project Modifications would be required to comply with local, state, and federal laws and regulations and implement Best Management Practices. Compliance with local, state, and federal laws and regulations in conjunction with implementation of Best Management Practices would reduce the potential impact for inadvertent release of hazardous materials into the environment to less than significant. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts associated with the accidental release of hazardous materials into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Previously Approved MND Finding No Impact: The closest school near the project location is El Centro Middle School, approximately 1.60 miles from the site. The previously approved IS/MND determined the original project would not emit hazardous emissions within 0.25 miles of an existing or proposed school.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential hazard emission impacts within 0.25 miles of a school site. The Proposed Project Modifications would occur in the same general area approximately 1.6 miles from the school site. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts associated with hazardous emissions within 0.25 miles of a school site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined that the original project site was not included on a list of hazardous material sites.

Addendum Finding No Impact: The Proposed Project Modifications would not occur on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Proposed Project Modifications would occur in the same general area and would not be included on a list of hazardous material sites. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

Previously Approved MND Finding No Impact: The closest airport to the project site would be the Riverside Municipal Airport, which is located approximately 8.3 miles to the northeast. The project site is not within an Airport Influence Area.

Addendum Finding No Impact: The Proposed Project Modifications would not increase potential airport related hazards or excessive noise impacts. The Proposed Project Modifications would occur in the same general area and would not be within an Airport Influence Area. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the construction and operation of the original project would not impair the implementation of emergency response plans or evacuation plans.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase impacts associated with conflicts with adopted emergency plans. The Proposed Project Modifications would not increase the population in the City and the number of residents to be potentially evacuated in the event of an emergency. Additionally, the proposed circulation access would allow adequate emergency access. The construction activities for the Proposed Project Modifications 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 IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact in regard to potential conflicts with emergency response plans or evacuation plans for the area.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fire. According to Figure PS-11 of the City of Corona General Plan Safety Element, portions of the project site are adjacent to areas considered High Fire Hazard Area. The Monteolivo Project was initially graded with the approval of the City to provide fuel modification measures on the adjacent, offsite Sherborn Property. The City now requires that all fuel modification programs be conducted onsite. Therefore, the project plans were modified to square off Lots 17-21 to remove the common area behind these homes and incorporate a radiant heat wall behind Lots 16-29. Additionally, the CC&R's would include a prohibition of the installation of combustible materials in the 30-foot zone width adjacent to the heat wall within Lots 16-29. With implementation of the fuel modification measures, potential impacts exposing people to death or injury or structures to property loss would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

SUMMARY OF FINDINGS FOR HAZARDS AND HAZARDOUS MATERIALS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.10 Hydrology and Water Quality

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND determined the project, with implementation of Mitigation Measure BIO-10, would not conflict with the Regional Water Quality Control Board water quality standards.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The Proposed Project Modifications would not increase the amounts of impervious surfaces on the project site or increase rates of surface water runoff that were evaluated for the original project. The project

would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) to avoid degraded surface water runoff being conveyed into downstream water bodies. The Proposed Project Modifications would implement Best Management Practices to manage water quality. Additionally, the project has prepared a Water Quality Management Plan which would manage long-term surface water runoff by capturing and infiltrating stormwater runoff. The Proposed Project Modifications includes a bio-treatment basin that would capture and treat stormwater runoff and ensure that long-term operation of storm water impacts would be less than significant. With Implementation of Mitigation Measure BIO-10, short-term construction and long-term water quality impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of water quality impacts.

Mitigation Measures:

BIO-10: A Water Quality Management Plan and SWPPP shall be prepared and implement BMPs (Best Management Practices) that will prevent habitat degradation caused by runoff within the adjacent conservation area and pollutants from vehicles and paved surfaces are organic compounds, metals, and oil/grease; from pet waste are bacteria/virus pathogens; and from landscaping are sediment, nutrients, oxygen-demanding substances, and herbicides/pesticides.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not interfere with groundwater recharge and would have a less than significant impact on groundwater supplies.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The Proposed Project Modifications would not involve the extraction of groundwater or involve any activities that would interfere with groundwater recharge. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to groundwater supplies.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined with implementation of Mitigation Measure BIO-10, substantial erosion, or siltation onsite or offsite would not result in substantial erosion onsite or offsite.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase potential erosion and siltation impacts onsite or offsite. The Proposed Project Modifications would prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that would reduce potential erosion impacts.

With implementation of Mitigation Measure BIO-10, potential erosion and siltation impacts would be reduced to a less than significant level. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential erosion and siltation impacts.

Mitigation Measures: Mitigation Measure BIO-10 is required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not increase the risk for flooding.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to substantially increase the amounts of impervious surfaces and associated rate of surface water runoff that would have the potential to flood onsite or offsite properties. The Proposed Project Modifications would not increase the amounts of impervious surfaces on the project site or increase rates of surface water runoff that could result in onsite or offsite flooding impacts. Potential onsite and offsite flood impacts associated with increased surface water runoff would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential surface water runoff flooding impacts.

3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND determined with implementation of Mitigation Measure BIO-10, the project would not exceed the capacity of existing stormwater drainage systems and would not provide a substantial new source of polluted surface water runoff.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The Proposed Project Modifications would not increase the potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Proposed Project Modifications includes the construction of a bio-treatment basin that treats surface water runoff and ensures that the project would not exceed capacity of existing stormwater drainage systems or provide a substantial new source of polluted surface water runoff to downstream receiving water bodies. With implementation of Mitigation Measure BIO-10, potential storm water management and water quality impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would not result in the same level of potential surface water runoff and water quality impacts.

Mitigation Measures: Mitigation Measure BIO-10 is required.

4) Impede or redirect flood flows?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the project site is not within a flood hazard area and the project would have no impact on the redirection of flood flows.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to impede or redirect flood flows. The Proposed Project Modifications would occur in the same general area and would not be subject to flood hazards and would not involve the construction of any structures that redirected flood flows. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts in regard to redirecting flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Previously Approved MND Finding No Impact: The previously prepared IS/MND determined the original project was not located within a flood hazard area, tsunami run up area or seiche zone.

Addendum Finding No Impact: The Proposed Project Modifications would not result in or increase the potential for flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation. The Proposed Project Modifications would occur in the same general area and are not subject to flood hazards, tsunami run up area or seiche zones. Compared to the previously approved IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential flood hazard impacts.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Previously Approved MND Finding Less Than Significant Impact: The previously prepared IS/MND determined the original project would not conflict with the Santa Ana Region Water Quality Control Board. The California Sustainable Groundwater Management Act (SGMA) was passed in 2014. The previously adopted IS/MND was prepared before 2014 and did not evaluate consistency with SGMA.

Addendum Finding Less Than Significant Impact: As identified previously, implementation of the Proposed Project Modifications would not result in any conflicts with the Santa Ana Region Water Quality Control Basin Plan water quality standards. Additionally, the Proposed Project Modifications would not involve any activities that would reduce underground water supplies nor have an adverse effect on the sustainability of groundwater supplies. Potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of potential impacts.

SUMMARY OF FINDINGS FOR HYDROLOGY AND WATER QUALITY

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.

- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.11 Land Use and Planning

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Physically divide an established community?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not divide an established community and would have less than significant impacts.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to physically divide an established community. The Proposed Project Modifications would not create a barrier between existing neighborhoods or prevent access to existing neighborhoods that would result in adverse land use compatibility impacts. Additionally, the project would not redirect traffic through existing neighborhoods. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to established communities.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not conflict with land use planning programs or policies that are relevant to the project site.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Proposed Project Modifications do not involve any changes or activities that would conflict with the City of Corona General Plan or other relevant land use planning programs and policies. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to established communities.

SUMMARY OF FINDINGS FOR LAND USE AND PLANNING

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.12 Mineral Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the project site does not contain mineral resources and that implementation of the project would not result in the loss of mineral resources that would have value to the region.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The Proposed Project Modifications would occur in the same project area. Like the original project, implementation of the Proposed Project Modifications would not result in the loss of mineral resources that have value to the region. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to mineral resources of regional value.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the project site does not contain mineral resources and implementation of the project would not result in the loss of mineral resources that have local importance value.

Addendum Finding No Impact: The Proposed Project Modifications would not increase the potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The Proposed Project Modifications would occur in the same project area. Like the original project, implementation of the Proposed Project Modifications would not result in the loss of mineral resources that would have value of local importance. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impact to mineral resources of local importance.

SUMMARY OF FINDINGS FOR MINERAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.13 Noise

Would the project result in:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

Background

NOISE LEVELS

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighted scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of three dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report, as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

SOUND ATTENUATION

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in the level of noise as the distance from the source increases. The manner in which the noise level reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD) between source and receiver. Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and the receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

Additionally, noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about five dBA, while a solid wall or berm reduces noise levels by approximately seven dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings constructed to California Energy Code standards is generally 30 dBA or more (Harris, Miller, Miller and Hanson, 2006).

Existing Setting

The project is currently undeveloped and surrounded by residential uses to the west and south. I-15 is located approximately 0.20 miles from the site. Existing traffic noise levels from the existing residential uses are minimal. Additionally, because of intervening topography and structures between the project site and I-15, traffic noise along I-15 is not discernable.

Other sources of noise are offsite from the FST North Plant Aggregate Mining and Vulcan Materials surface mining operations. Both facilities use a combination of heavy equipment, drilling and blasting to fracture rock material. Generally, the material is loaded on trucks and transported to a processing area or by conveyor for rock crushing. The material is crushed, screened, and conveyed to stockpiles. The materials are further segregated into stockpiles, loaded onto highway trucks to transport to customers. Potential sources of noise affecting the project site would include blasting, operation of heavy construction equipment, rock crushing, and truck hauling of excavated materials. As shown in [Figure 2.13-1, *Intervening Topographic Feature Photographs*](#), situated between Vulcan Materials surface mining operations and the Monteolivo Community is an existing topographic feature ranging

in elevation from 82 feet to a high of 97 feet in elevation. Between FST North Plant and Aggregate Mining and the Monteolivo community the existing topographic feature ranges from 236 feet and 350 feet. Topographic features absorb sound waves which reduce noise levels up to 10dB when separated by line of site and a continuous barrier.

Regulatory Framework

A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. The zero point on the dB scale is based on the lowest sound level that a healthy, unimpaired human ear can detect. Changes of three dB or fewer are only perceptible in laboratory environments. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness.

FEDERAL REGULATIONS-FEDERAL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

The most relevant federal agency to the Proposed Project Modifications would be the Occupational Safety and Health Administration (OSHA), which limits noise exposure of workers to 90 dB or less over eight hours or 105 dB or less over one hour.

STATE OFFICE OF NOISE CONTROL STANDARDS

The California Office of Noise Control has set long-term land use compatibility noise standards for different types of land uses and has encouraged local jurisdictions to adopt them. According to the State Land Use/Noise Compatibility Guideline, office and manufacturing land uses are compatible in locations with noise levels ranging from 65 dB to 85 dB.

LOCAL NOISE REGULATIONS

City of Corona Exterior Noise Ordinance

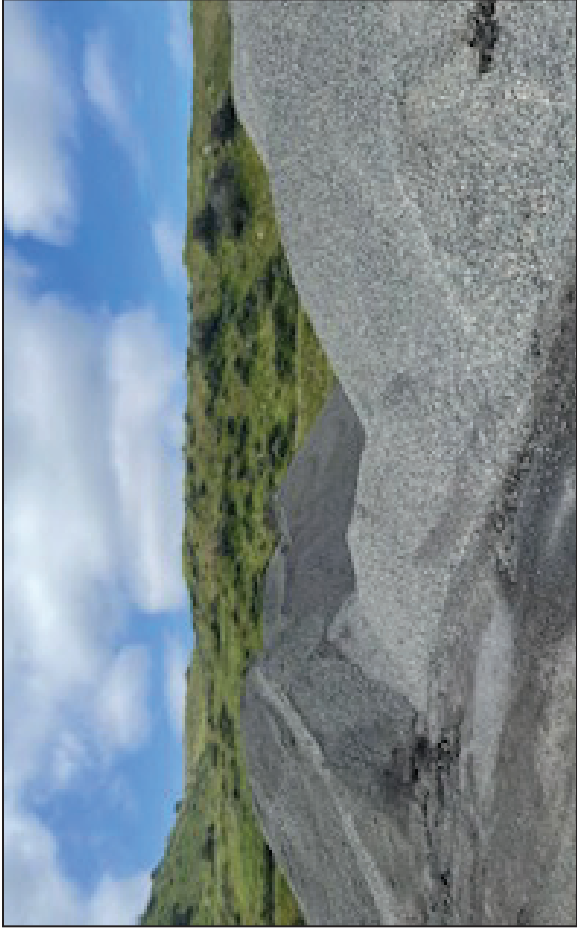
The City of Corona Noise Ordinance establishes noise level standards to help minimize the effect of noise on sensitive land uses. Sensitive land uses include single family residential, multiple family residential, churches, hospitals and similar health care institutions, convalescent homes, libraries, and school classroom areas. The Noise Ordinance identifies two separate types of noise sources: transportation and stationery.

Transportation Noise Sources

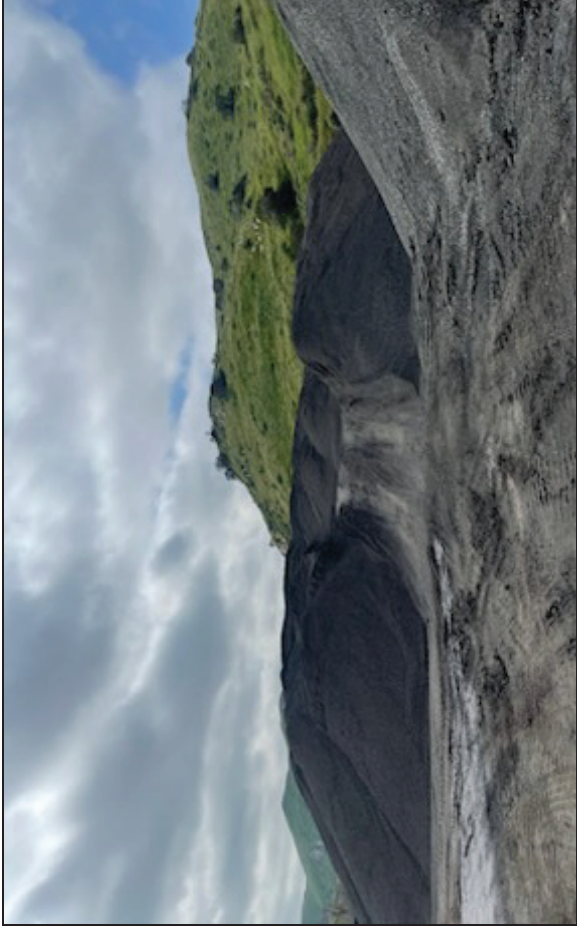
Transportation related noise sources include freeways, airports, and railroads. The noise metrics used for this noise type is the Community Noise Equivalent Level (CNEL) which is a 24-hour time weighted average noise level. The noise standard for sensitive land uses from transportation related noise sources is shown in [Table 2.13-1, Noise Standards](#).

Table 2.13-1
Noise Standards

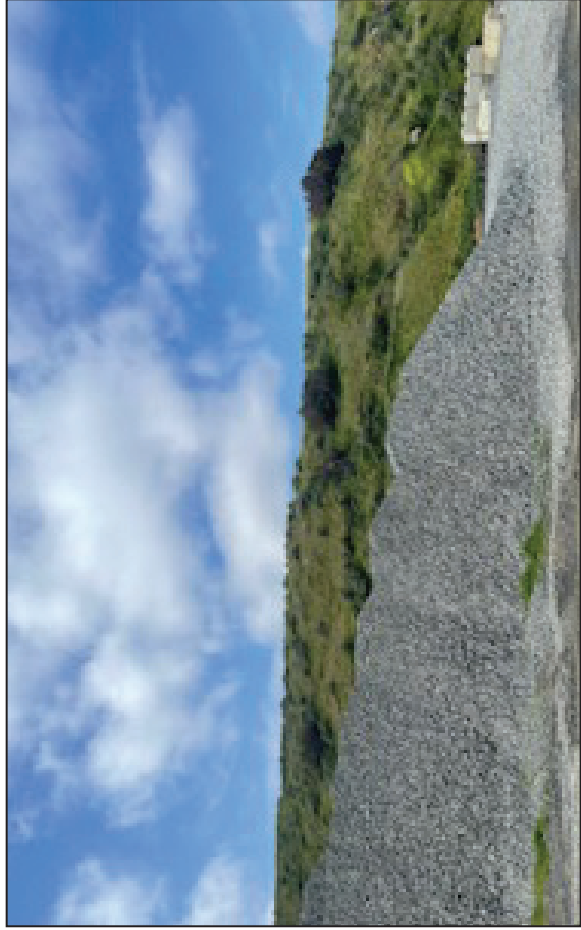
Land Use	Max Exterior Noise Level 7 AM to 10 PM	Max Exterior Noise Level 10 PM to 7 AM	Max Interior Noise Level 7 AM to 10 PM	Max Interior Noise Level 10 PM to 7 AM
Single-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA



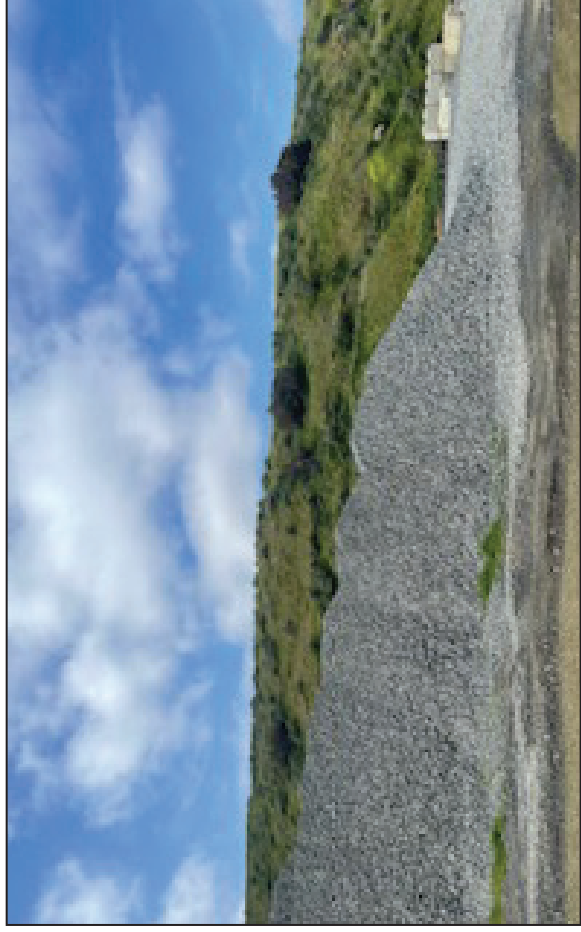
Location No. 1: View from Sherborn Street in front of FST North Plant Aggregate Mining looking west towards the project site.



Location No. 2: View from Sherborn Street in front of FST North Plant Aggregate Mining looking southeast.



Location No. 3: View from Sherborn Street in front of Vulcan Materials looking west towards the project site.



Location No. 4: View from Sherborn Street in front of Vulcan Materials looking southeast towards the project site.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
Initial Study/Mitigated Negative Declaration Addendum
Intervening Topographic Feature Photographs

Stationary Noise Sources

The other type of noise standard is for stationary noise sources, such as construction noise. The noise metric used for stationary sources is defined as noise levels that cannot be exceeded for certain percentages of time.

Per Section 17.84.040(C)(2)(d) of the City of Corona Municipal Code, Exterior Noise, it is unlawful for any person, entity, or operation at any location within the incorporated area of the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property to exceed:

- The noise standard for a cumulative period of more than 30 minutes in any hour (equivalent to L50).
- The noise standard plus 5 dB for a cumulative period of more than 15 minutes in any hour (L25).
- The noise standard plus 10 dB for a cumulative period of more than five minutes in any hour (L8).
- The noise standard plus 15 dB for a cumulative period of more than one minute in any hour (L2).
- The noise standard plus 20 dB for any period of time (Lmax).

In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

Interior Noise

It shall be unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such a person which causes the noise level when measured within any other residential dwelling unit or sensitive land use to exceed:

1. The noise standard for a cumulative period of more than five minutes in any hour;
2. The noise standard plus 5 dB for a cumulative period of more than one minute in any hour; or
3. The noise standard plus 10 dB, or the maximum measured ambient, for any period of time.

City of Corona Exemptions to Noise Ordinance Standards

According to the Noise Ordinance, construction is prohibited between the hours of 8:00 PM to 7:00 AM Monday through Saturday and 6:00 PM to 10:00 AM on Sundays and federal holidays.

City of Corona Vibration Standard

It shall be unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which

the vibration source is located. For the purposes of this section, the perception threshold shall be presumed to be more than 0.05 inches per second.

PROJECT IMPACTS

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not result in adverse construction noise impacts or long-term operational noise impacts that would exceed local noise standards.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not generate substantial temporary or a permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following analysis evaluates construction noise impacts, long-term operational noise impacts associated with implementation of the Proposed Project Modifications and offsite noise and vibration impacts.

CONSTRUCTION NOISE IMPACTS

The project site, including the residential lots and the area where the open space park area is proposed, has been previously rough graded. The rough grading activities would be the most intrusive source of construction noise impacts. The grading activities for the project were evaluated in the previously adopted IS/MND and were determined to be less than significant. Implementation of the Proposed Project Modifications would not create higher construction noise levels above the noise levels that were evaluated in the adopted IS/MND. Compared to the previously approved IS/MND, implementation of the Proposed Project Modifications would result in the same level of construction noise impacts.

TRAFFIC NOISE IMPACTS

Potential operation traffic noise impacts generated by the project were determined to be less than significant. The Proposed Project Modifications would not increase the amount of approved residential dwelling units. There would be no additional traffic trips generated by the project and no increase in mobile source impacts and because the project site would be gated and only accessible to residents there would be no increase in traffic noise impacts from offsite land uses. The primary access for the project site is a stop-controlled full access driveway at Laurel Canyon Way. The project would also provide a secondary access road through the southern portion of the Monteolivo site which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate which is not open to the public. There would be no cut through off site traffic that would increase mobile source noise impacts. The proposed project is forecast to generate a total of approximately 971 daily vehicle trips, including 73 vehicle trips during the morning peak hour and 97 vehicle trips during the evening peak hour. Traffic noise impacts were evaluated in the adopted IS/MND and determined to be less than significant. Noise levels from the volume of project traffic would not exceed transportation noise standards shown in table and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of long-term operational noise impacts.

OFFSITE NOISE IMPACTS

The project site is within the vicinity of two surface mining operations. Potential sources of noise affecting the project site would include blasting, operation of heavy construction equipment, and truck hauling of excavated materials. The Proposed Project Modifications include replacing a community recreation center with an open space park area. According to the City’s Noise Ordinance, open space area would not be considered a sensitive land use. The recreation center and open space park area would be utilized by the public and would be considered a sensitive receptor. Onsite blasting construction has occurred on the project site and was evaluated in the adopted IS/MND and determined to be less than significant. The proposed project modifications would not require any additional blasting. The adopted IS/MND did not evaluate compatibility of eh project with nearby surface mining operations. The following analysis evaluates the noise and vibration impacts from surface mining operations on the Monteolivo community.

Blasting Activities

Blasting activities are typically performed consistent with a blasting plan that specifies the blasting location, material used, depth of the charges and related factors that would minimize impulse noise. By limiting the amount of charge in each hole, and detonating each charge successively with a time delay, the blasting contractor can limit the total energy released at any single time, which in turn reduces the airborne noise and energy associated with each individual detonated charge. The blasting of rocks would result in a temporary single event increase in noise levels, rather than a continuous noise source. A typical sound level for blasting, measured at 50 feet from the source, would be approximately 94 dBA. At each double of distance from the noise source, the noise level would be reduced by 6 dBA.

The project site would be subject to offsite noise sources from the FST North Plant Aggregate Mining and Vulcan Materials Surface Mining Operations. Both facilities use a combination of heavy equipment, drilling, and blasting to fracture rock material. The FST North Plant Aggregate Mining is 2,543 feet (.48 Mile) to the closest residential use and 3,496 feet (.66 Mile) to the proposed open space area. Vulcan Materials Surface Mining Operations is located 2,843 feet (.53 Mile) from the closest residential use and 3,379 feet (.63 Mile) from the proposed open space area. Table 2.13-2, Estimated Blasting Noise Levels to Closest Residential Use, and Table 2.13-3, Estimated Blasting Noise Levels Open Space Area, identifies the estimated noise levels from a single event blasting at the closest residential lot and the proposed open space area.

Table 2.13-2
Estimated Blasting Noise Levels to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Vulcan Materials Surface Mining Operations	Lot 29 - 2,843 feet	62 dB
FST North Plant Aggregate Mining	Lot 39 - 2,543 feet	62 dB

Table 2.13-3
Estimated Blasting Noise Levels Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Vulcan Materials Surface Mining Operations	3,379 feet	59 dB
FST North Plant Aggregate Mining	3,496 feet	59 dB

The blasting noise source would be overhead. There would be some noise absorption from the intervening topographic. Without consideration of the intervening slope, the estimated noise level at the open space area from a blasting event would be approximately 62 dB from both blasting operations.

The project site is currently vacant, and the existing ambient noise level would be much lower compared to what the ambient noise level would be after the site is developed with residential uses. Assuming that the ambient noise level would meet the City’s daytime outdoor noise standard of 55dB, when the blasting operations would be occurring the noise level would be 7dB over the noise standard and would be noticeable but not intrusive. Estimated noise levels at the open space area would be 4dB over the ambient and would barely be discernable. The blasting impact would be considered a single noise event and would be over in seconds. Per Section 17.84.040(C)(2)(d) of the City of Corona Municipal Code, stationary noise impact cannot exceed the noise standard plus 20 dB for any period of time (Lmax). The existing blasting effects would be well below the threshold and would have less than significant noise impact.

Portable Rock Crusher

A portable crushing/processing facility is typically used onsite to crush and re-use existing rock material. Crushing operations would begin with a front-end loader picking up material and dumping the material into a primary crusher. The material would then be crushed, screened, and stacked in product piles. Electric power would most likely be provided by a diesel engine generator. Based on noise measurements that have been conducted for portable crushing operations (Ldn Consulting 2011), the crushing activity would generate a 3-hour average noise level of approximately 80 dBA at a distance of 100 feet from the combination of a jaw crusher and cone crusher. The rock crusher would be considered a continuous event. Table 2.13-4, Estimated Rock Crushing Noise Levels to Closest Residential Use, and Table 2.13-5, Estimated Rock Crushing Noise Levels Open Space Area, identifies the estimated noise levels to the closest residential use and proposed open space from rock crushing activities.

Table 2.13-4
Estimated Rock Crushing Noise Levels to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Vulcan Materials Surface Mining Operations	Lot 29 - 2,843 feet	53 dB
FST North Plant Aggregate Mining	Lot 39 - 2,543 feet	53 dB

Table 2.13-5
Estimated Rock Crushing Noise Levels Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Vulcan Materials Surface Mining Operations	3,379 feet	50 dB
FST North Plant Aggregate Mining	3,496 feet	50 dB

The estimated noise level at the closest residential use would be 53 dB and 50 dB at the open space area which would be below the City’s exterior noise standard of 55 dBA. With consideration of the topographic feature between the project site the estimated noise level would be approximately 43 dBA at the closest residential use and 40 dB at the open space area.

Heavy Construction Equipment Noise

Surface mining operations would involve the use of heavy construction equipment. The highest noise generating piece of construction equipment operating would be a bulldozer measured at 82 dB at 50 feet. Table 2.13-6, *Estimated Noise Levels of Heavy Construction Equipment to Closest Residential Use*, and Table 2.13-7, *Estimated Noise Levels of Heavy Construction Equipment Open Space Area*, identifies the estimated noise levels to the closest residential use and proposed open space from operation of heavy construction equipment activities. The estimated noise level at the closest residential use would be 49 dB and 46 dB at the open space area which would be below the City’s exterior noise standard of 55 dBA. With consideration of the topographic feature between the project site the estimated noise level would be approximately 39 dBA at the closest residential use and 36 dB at the open space area.

Table 2.13-6
Estimated Noise Levels of Heavy Construction Equipment to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Vulcan Materials Surface Mining Operations	Lot 29 - 2,843 feet	49 dB
FST North Plant Aggregate Mining	Lot 39 - 2,543 feet	49 dB

Table 2.13-7
Estimated Noise Levels of Heavy Construction Equipment Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Vulcan Materials Surface Mining Operations	3,379 feet	46 dB
FST North Plant Aggregate Mining	3,496 feet	46 dB

Truck Hauling Noise

Materials removed from sand mining operations would be loaded onto large highway trucks to transport to customers. Truck hauling access for Vulcan Materials would occur along Sherborn Street. Table 2.13-8, *Estimated Truck Hauling Noise Levels to Closest Residential Use*, and Table 2.13-9,

Estimated Truck Hauling Noise Levels Open Space Area, identifies the estimated noise levels to the closest residential use and proposed open space from truck hauling noise. The estimated noise level at the closest residential use would be 59 dB and 53 dB at the open space area. With consideration of the topographic feature between the project site the estimated noise level would be approximately 49 dBA at the closest residential use and 53 dB at the open space area. Both are well below the City’s daytime noise standard.

Table 2.13-8
Estimated Truck Hauling Noise Levels to Closest Residential Use

Noise Source	Distance to Closest Residential Lot	Estimated Noise Level
Sherborn Street	1,500 feet	59 dB

Table 2.13-9
Estimated Truck Hauling Noise Levels Open Space Area

Noise Source	Distance to Proposed Open Space Area	Estimated Noise Level
Sherborn Street	3,000 feet	53 dB

Offsite Noise Source Summary

The most noticeable noises activity from the surface mining operations would be from blasting activities. The noise levels would be within the allowable range of noise levels. The noise level would be discernable but would be infrequent and occur for only a second and would not be intrusive to the livelihood of residents. The noise generated from rock crushing, heavy construction equipment and truck hauling activities would be of sufficient distance of the residential and the proposed open space area and with the intervening topography, would result in noise levels that would not exceed the City’s exterior noise standard. Implementation of the Proposed Project Modifications would not expose sensitive receptors to increased offsite noise impacts that would result in significant noise impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of offsite noise impacts.

b) Generation of excessive groundborne vibration or groundborne noise levels?

BACKGROUND

Vibration impacts would mostly occur from the operation of equipment. Common sources of vibration impact from construction activities include blasting, pile-driving and the operation of heavy earth-moving equipment. Sensitive receptors for vibration include structures, especially older masonry structures, people and vibration sensitive equipment.

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV). Presently, there is not a local threshold that quantifies the level at which excessive groundborne vibration occurs. Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. This manual provides practical guidance to Caltrans engineers, planners, and

consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. This manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for vibration, which found that the human response becomes distinctly perceptible at the 0.25 inch per second PPV. The manual identifies that potential damage could occur at the 1.0 inch per second PPV threshold to residential structures and the 2.0 inch per second PPV threshold for potential damage to industrial and commercial structures.

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not result in adverse vibration impacts.

Addendum Finding Less Than Significant Impact: Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site.

CONSTRUCTION VIBRATION IMPACTS

The project site including the open space park area is proposed has been previously rough graded. The rough grading activities would be the most intrusive source of construction vibration impacts. The grading activities for the project were evaluated in the previously adopted IS/MND and were determined to be less than significant. Implementation of the Proposed Project Modifications would not create higher construction vibration impacts above levels that were evaluated in the previously adopted IS/MND. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of construction vibration impacts.

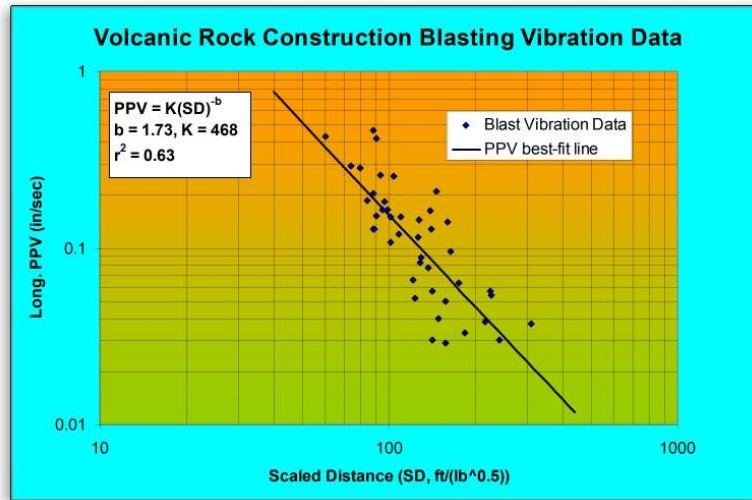
OPERATIONAL VIBRATION IMPACTS

Long-term operational vibration impacts associated with the project were determined to be less than significant. The Proposed Project Modifications would not include any activities that would increase operational vibration impacts above those evaluated in the previously adopted IS/MND. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of long-term operational vibration impacts.

OFFSITE VIBRATION IMPACTS

Surface mining operations occurring in the vicinity could be a potential source for vibration impacts. The activity that would have the greatest potential for significant vibration impacts would be from blasting. The magnitude of the vibration varies depending on the type and characteristics of the explosive, amount of charge, the method of explosion, the size of the free surface, the distance between the explosives and the measuring point, the geological condition, and other factors. Graph 2.13-1, *Volcanic Rock Construction Blasting Vibration Data*, provides a sampling of volcanic rock blasting activities at different distances and the associated vibration level. As shown in Graph 2.13-1, the 1.0 inch per second PPV threshold for damage to residential structures would occur at distance below 1,000 feet. The FST North Plant Aggregate Mining is 2,543 feet (0.48 miles) to the closest residential use and 3,496 feet (0.66 miles) to the proposed open space area. Vulcan Materials Surface Mining Operations is located 2,843 feet (0.53 miles) from the closest residential use and 3,379 feet (0.63 miles) from the proposed open space area.

**Graph 2.13-1
Volcanic Rock Construction Blasting Vibration Data**



Source: Vibrationdamage.com; accessed on January 15, 2021.

According to the City of Corona Noise Ordinance, it shall be unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purposes of this section, the perception threshold shall be presumed to be more than 0.05 inches per second.

To exceed City of Corona Vibration standard of 0.05 PPV, the closest sensitive receptor would need to be as close as 900 feet to the blasting noise. The nearest residential uses are 2,543 feet away from the closest surface mining operation, therefore potential vibration impacts on residential uses would be less than significant; refer to [Table 2.13-10, *Estimated Vibration Levels of Heavy Construction Equipment to Closest Residential Use*](#). Additionally, the proposed open space area is located approximately 3,379 feet from the closest surface mining operation, therefore potential vibration impacts would be less than significant; refer to [Table 2.13-11, *Estimated Vibration Levels of Heavy Construction Equipment Open Space Area*](#). Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of vibration impacts.

**Table 2.13-10
Estimated Vibration Levels of Heavy Construction Equipment to Closest Residential Use**

Vibration Source	Distance to Closest Residential Lot	Estimated Vibration Level
Vulcan Materials Surface Mining Operations	Lot 29- 2,843 feet	Less than 0.05 PPV
FST North Plant Aggregate Mining	Lot 39- 2,543 feet	Less than 0.05 PPV

Table 2.13-11
Estimated Vibration Levels of Heavy Construction Equipment Open Space Area

Vibration Source	Distance to Proposed Open Space Area	Estimated Vibration Level
Vulcan Materials Surface Mining Operations	3,379 feet	Less than 0.05 PPV
FST North Plant Aggregate Mining	3,496 feet	Less than 0.05 PPV

- c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Previously Approved MND Finding Less Than Significant Impact: The previously adopted IS/MND determined the original project would not be subject to excessive aircraft noise impacts.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would occur in the same general area and are not subject to excessive aircraft noise impacts. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of aircraft noise impacts.

SUMMARY OF FINDINGS FOR NOISE

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.14 Population and Housing

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would have a less than significant impact regarding unplanned population growth.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to induce a substantial unplanned population growth in an area, either directly or indirectly. The Proposed Project Modifications would not increase the number of proposed residential units on the project site. The Proposed Project Modifications would not facilitate additional growth within the project area beyond what is planned for in the City’s General Plan. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of unplanned population growth impacts.

- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined the original project would not displace existing residential use that would require the construction of replacement housing.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase the potential to displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere. The Proposed Project Modifications would provide private gated circulation through the project and would replace the previously proposed recreation center with an open space park area. The Proposed Project Modifications would not displace existing people or housing that requires the construction of replacement housing. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to existing people and housing and the need for replacement housing.

SUMMARY OF FINDINGS FOR POPULATION AND HOUSING

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.15 Public Services

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

1) **Fire protection?**

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on fire protection.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for fire protection service beyond the level of demand generated from the project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to fire protection.

2) **Police protection?**

Previous MND Finding No Impact: The previously approved IS/MND determined the project would have no impact on police protection.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase demand for police protection beyond the level of demand generated from the

project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to police protection.

3) Schools?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on schools.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for schools beyond the level of demand generated from the original project. Compared to the adopted IS/MND original project, the Proposed Project Modifications would result in the same level of impacts to schools.

4) Parks?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on parks.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for parks beyond the level of demand generated from the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to parks.

5) Other public facilities?

Previously Approved MND Finding: The previously approved IS/MND determined the original project would have no impact on other public facilities.

Addendum Finding: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for other public facilities beyond the level of demand generated from the original project. Compared to the adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts to other public facilities.

SUMMARY OF FINDINGS FOR PUBLIC SERVICES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.16 Recreation

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Previously Approved MND Finding: The previously approved IS/MND did not evaluate potential impacts to recreation facilities.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for recreation facilities. The Proposed Project Modifications would replace the proposed recreation center with an equivalent amount of open space for passive and active recreation. Therefore, there would not be any onsite loss of recreation facilities. Implementation of the Proposed Project Modifications would not increase the demand for new recreation facilities nor increase the use of existing recreation facilities.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Previously Approved MND Finding: The previously approved IS/MND did not evaluate potential impacts to recreation facilities.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would replace the proposed recreation center with an equivalent amount of open space for passive and active recreation and would not have an adverse impact on the environment.

SUMMARY OF FINDINGS FOR RECREATION

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.

- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.17 Transportation

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

The following analysis is based on the Traffic Analysis Report that was conducted by Ganddini Group, Inc., on June 13, 2023. The analysis is presented in Appendix C, *Traffic Analysis Report*.

Setting

The project site is located east of Interstate 15 (I-15) between Laurel Canyon Way and State Street in the City of Corona. The northern portion of the project site, which is located within the City of Corona, is proposed to be developed with 103 dwelling units of single-family detached housing. The southern portion of the project site, which is located within the County of Riverside, is not being processed at this time. For the purpose of this traffic analysis, the southern portion would be considered as a future phase of the overall site in the cumulative traffic conditions that could be potentially developed with 38 dwelling units of single-family detached housing.

STUDY AREA INTERSECTIONS

Based on the study intersections identified in the approved scoping agreement, the study area consists of the following study intersections within the County of Riverside, Caltrans and City of Corona jurisdictions; refer to [Figure 2.17-1, *Project Study Intersection Locations*](#), and [Table 2.17-1, *Study Area Intersections*](#).

Table 2.17-1
Study Area Intersections

Study Intersections		Jurisdiction
1.	Rimpau Avenue (NS) at Magnolia Avenue (EW)	City of Corona
2.	Rimpau Avenue (NS) at California Avenue (EW)	City of Corona
3.	Rimpau Avenue (NS) at Olympic Drive (EW)	City of Corona
4.	Rimpau Avenue (NS) at Old Temescal Road (EW)	City of Corona
5.	California Avenue (NS) at Old Temescal Road (EW)	City of Corona
6.	Compton Avenue (NS) at Old Temescal Road (EW)	City of Corona

Study Intersections		Jurisdiction
7.	Laurel Canyon Way (NS) at Project Driveway (EW)	City of Corona
8.	State Street (NS) at Bel Air Street/Project Driveway (EW)	County of Riverside
9.	State Street (NS) at Ontario Avenue (EW)	County of Riverside
10.	I-15 Southbound Ramps (NS) at Ontario Avenue (EW)	Caltrans
11.	I-15 Northbound Ramps (NS) at Ontario Avenue (EW)	Caltrans
12.	California Avenue (NS) at Ontario Avenue (EW)	City of Corona
13.	El Sobrante Road (NS) at Magnolia Avenue (EW)	City of Corona
14.	I-15 Southbound Ramps (NS) at Magnolia Avenue (EW)	Caltrans
15.	I-15 Northbound Ramps (NS) at Magnolia Avenue (EW)	Caltrans
16.	Compton Avenue at Ontario Avenue	City of Corona
Notes: (NS) = north-south roadway; (EW) = east-west roadway Source: Ganddini Group, Inc., <i>Monte Olivo (Northern Portion) Traffic Analysis</i> , June 13, 2023.		

STUDY AREA ROADWAY LINKS

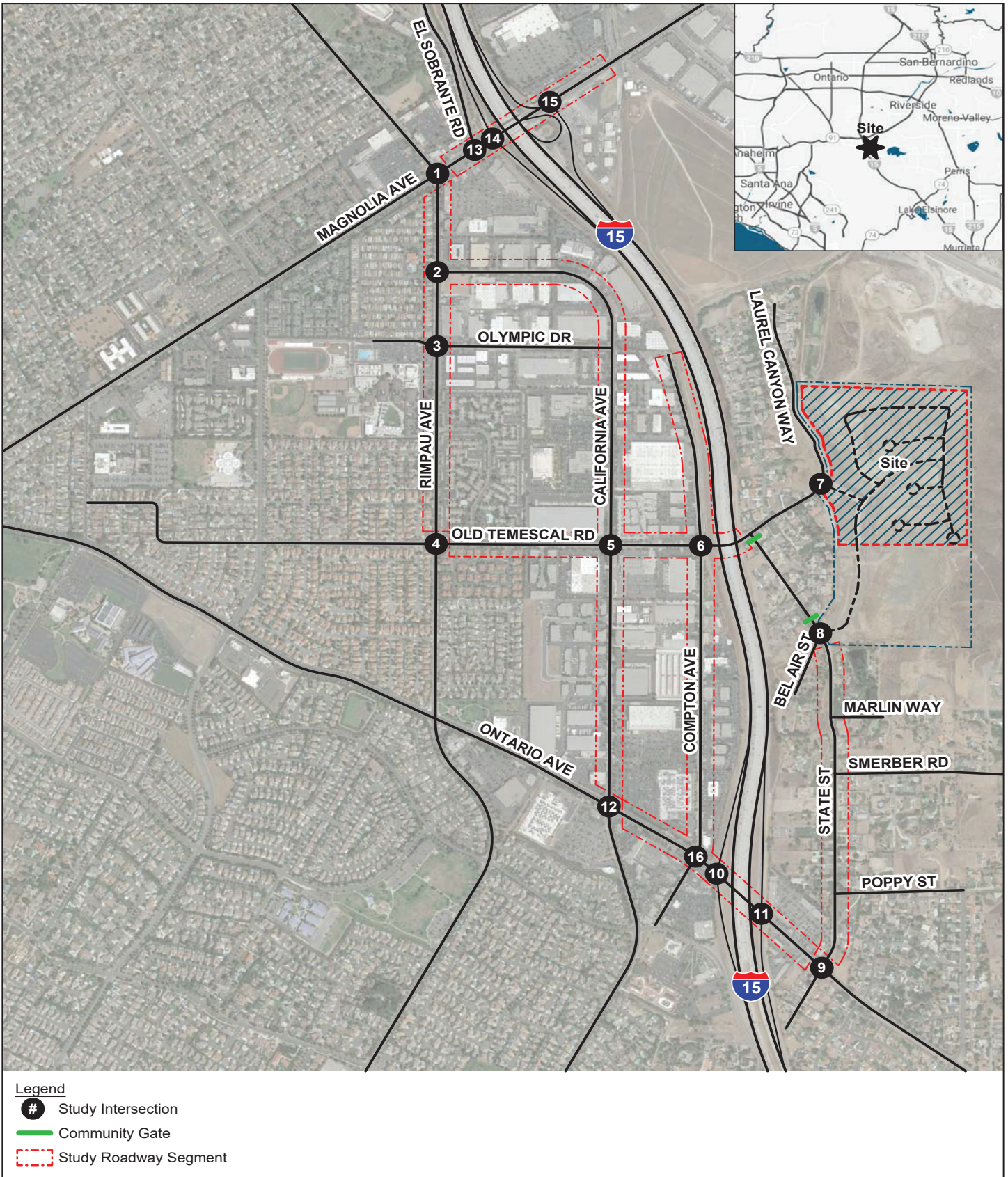
Based on the study intersections identified in the approved scoping agreement, the study area consists of the following study roadway links:

- Compton Avenue, north of Old Temescal Road
- Compton Avenue, Old Temescal Road to Ontario Avenue
- State Street, Bel Air Street to Ontario Avenue
- Old Temescal Road, Rimpau Avenue to California Avenue
- Old Temescal Road, California Avenue to Compton Avenue
- Old Temescal Road, Compton Avenue to Bel Air Street
- Ontario Avenue, California Avenue to Compton Avenue
- Ontario Avenue, I-15 Northbound Ramps to State Street
- Rimpau Avenue, Magnolia Avenue to California Avenue
- Rimpau Avenue, California Avenue to Olympic Drive
- Rimpau Avenue, Olympic Drive to Old Temescal Road
- Magnolia Avenue, Rimpau Avenue to El Sobrante Road

Regional access to the project site is provided by I-15 located just south of the project site. Key roadways providing local circulation include Rimpau Avenue, California Avenue, Compton Avenue, Old Temescal Road, Laurel Canyon Way, Ontario Avenue and State Street. [Figure 2.17-2, Existing Lane Geometry and Intersection Traffic Controls](#), identifies the lane geometry and intersection traffic controls for Existing conditions based on a field survey of the study area.

EXISTING ROADWAY VOLUMES

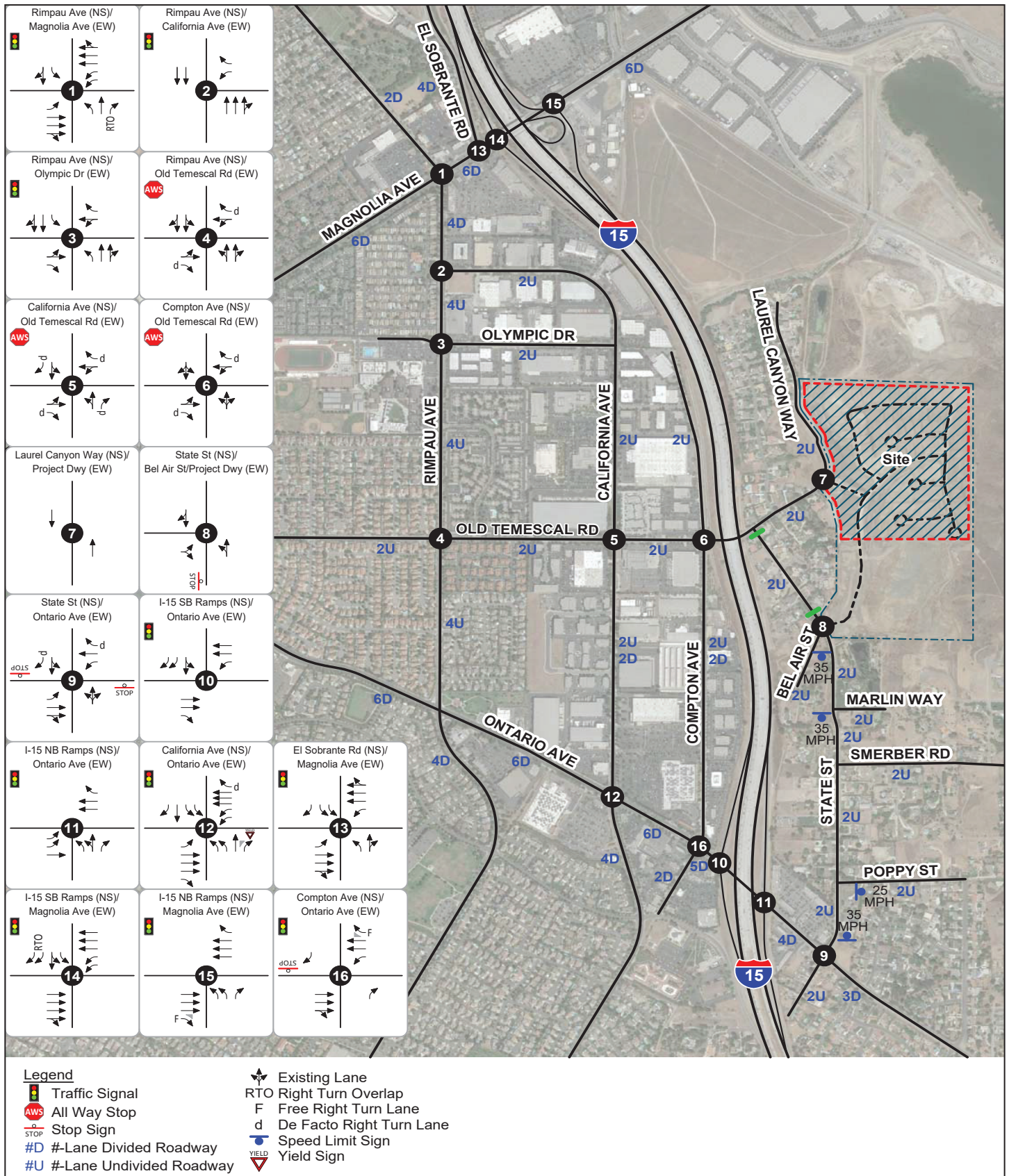
The Existing 2022 average daily traffic volumes within the study area are shown in [Figure 2.17-3, Existing Average Daily Traffic Volumes](#). As part of the analysis, some 2017 traffic volumes provided by the City of Corona have been factored up to Year 2022 conditions with an annual growth rate of 2% over 5 years or a total growth factor of 10%. For locations where 24-hour roadway link traffic counts were not available, the Existing average daily traffic volumes have been factored from peak hour intersection turning movement volumes. The peak hour to daily volume factor was derived based on a comparison of the existing evening peak hour intersection turning movement volumes with sample 24-hour roadway segment volume counts collected in the study area. This is a conservative estimate and may overestimate the average daily traffic volumes.



Source: Ganddini Group, Inc.; June 13, 2023.

MONTECOLIVO PROJECT TENTATIVE TRACT MAP 37895
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Project Study Intersection Locations



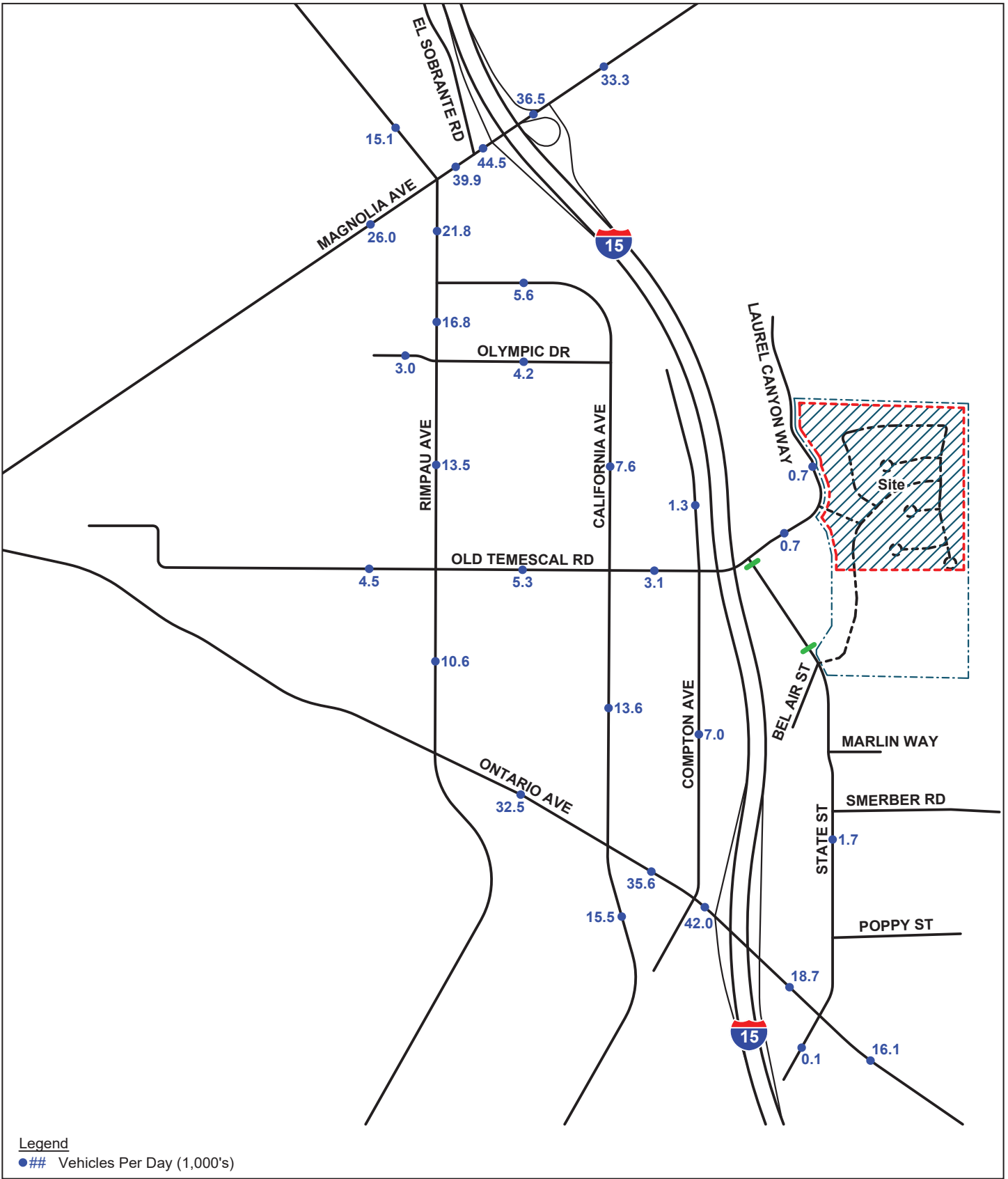


Source: Ganddini Group, Inc.; June 13, 2023.

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Existing Lane Geometry and Intersection Traffic Controls





Source: Ganddini Group, Inc.; June 13, 2023.

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 Existing Average Daily Traffic Volumes



Existing peak hour traffic conditions are based upon morning peak period and evening peak period intersection turning movement counts that were obtained in November 2022 and April 2023 during typical weekday conditions. The weekday morning peak period was counted between 7:00 AM and 9:00 AM and the weekday evening peak period was counted between 4:00 PM and 6:00 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the weekday evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Figure 2.17-4, Existing AM Peak Hour Intersection Turning Movement Volumes, and Figure 2.17-5, Existing PM Peak Hour Intersection Turning Movement Volumes, show the Existing morning peak hour and evening peak hour intersection turning movement volumes.

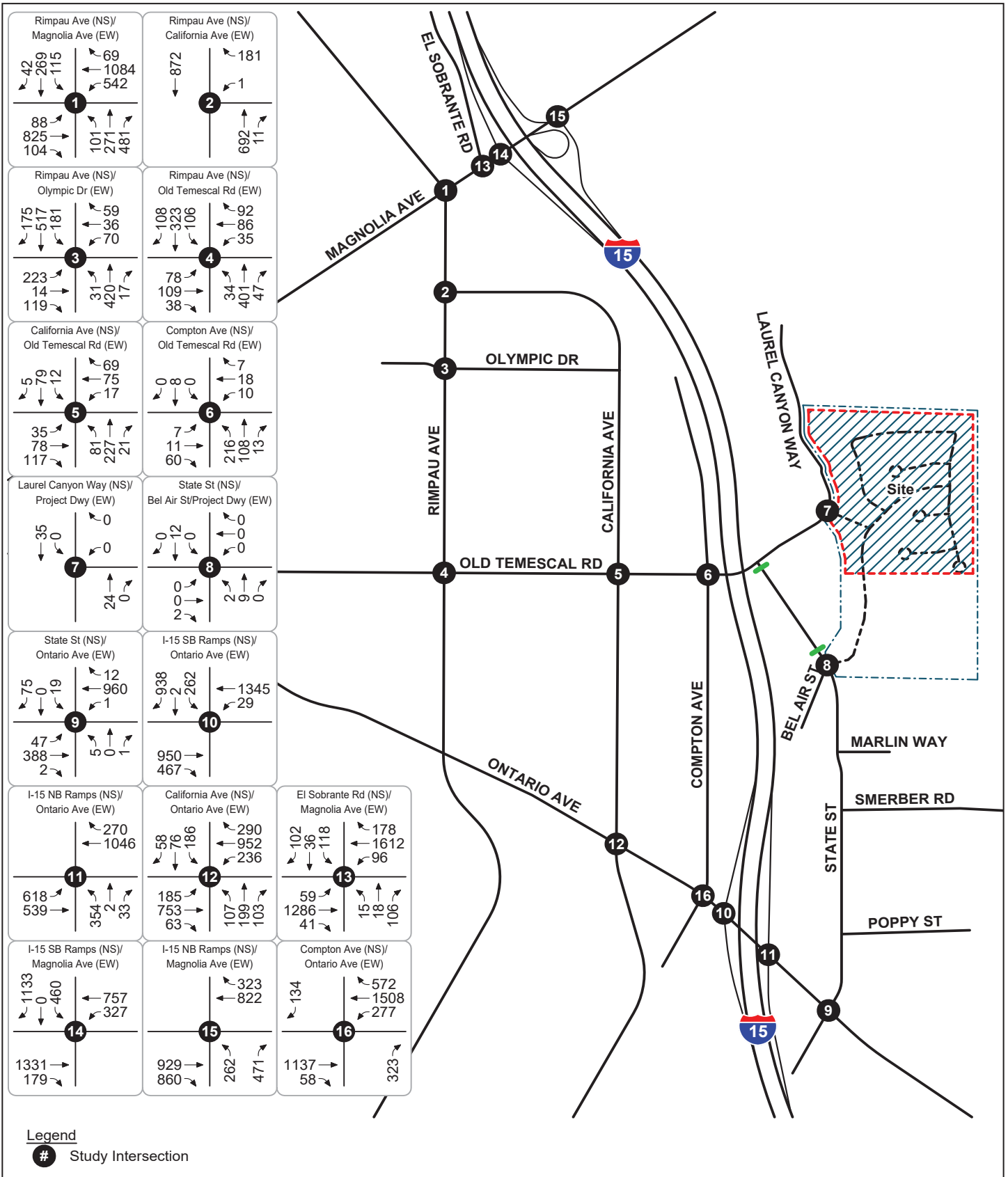
EXISTING LEVEL OF SERVICE

The intersection Levels of Service for Existing conditions have been calculated and are shown in Table 2.17-2, Existing Intersection Level of Service. As shown in Table 2.17-2, the study intersections currently operate within acceptable Levels of Service (LOS) during the peak hours for Existing conditions, except for State Street/Ontario Avenue – #9 that is projected to operate at deficient Levels of Service (E or F). Additionally, a traffic signal appears to currently be warranted at State Street/Ontario Avenue – #9 intersection based upon the California Manual on Uniform Traffic Control Devices (2014), peak hour volume warrant (Warrant 3), for Existing conditions.

Table 2.17-2
Existing Intersection Level of Service

Intersection		AM Peak Hour LOS	PM Peak Hour LOS
1.	Rimpau Avenue at Magnolia Avenue	C	C
2.	Rimpau Avenue at California Avenue	A	B
3.	Rimpau Avenue at Olympic Drive	B	B
4.	Rimpau Avenue at Old Temescal Road	C	B
5.	California Avenue at Old Temescal Road	B	B
6.	Compton Avenue at Old Temescal Road	A	A
8.	State Street at Bel Air Street/Project Driveway	A	A
9.	State Street at Ontario Avenue	D	E
10.	I-15 SB Ramps at Ontario Avenue	C	B
11.	1-15 NB Ramps at Ontario Avenue	B	B
12.	California Avenue at Ontario Avenue	C	C
13.	El Sobrante Rd at Magnolia Avenue	D	D
14.	I-15 SB Ramps at Magnolia Avenue	C	D
15.	I-15 NB Ramps at Magnolia Avenue	B	B
16.	Compton Avenue at Ontario Avenue	C	B

Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.

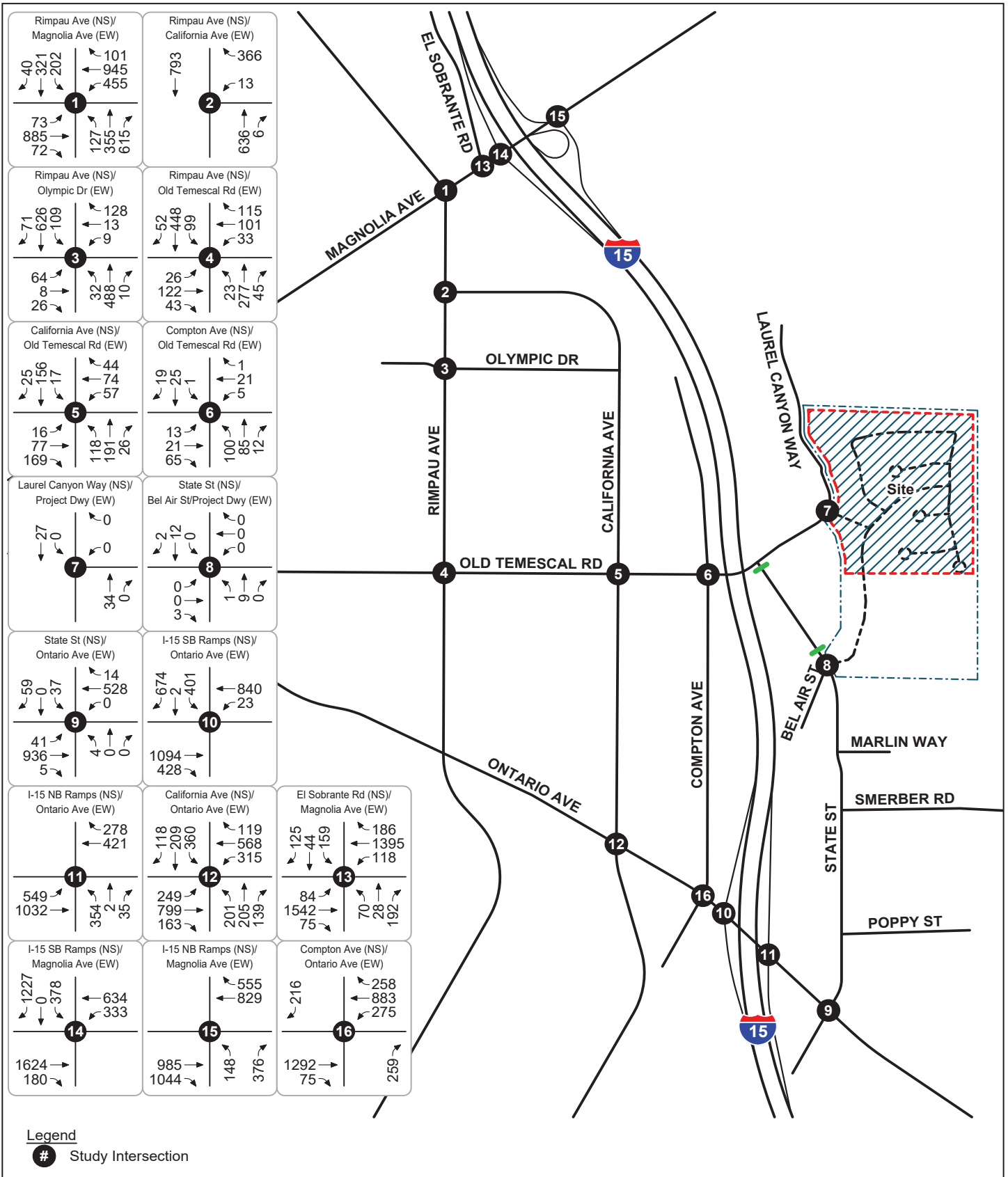


Source: Ganddini Group, Inc.; June 13, 2023.

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Existing AM Peak Hour Intersection Turning Movement Volumes





Source: Ganddini Group, Inc.; June 13, 2023.

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Existing PM Peak Hour Intersection Turning Movement Volumes



METHODOLOGY AND PERFORMANCE STANDARDS

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

Intersection Delay Analysis Methodology

The technique used to assess the performance of intersections within the traffic analysis is known as the intersection delay methodology based on the procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 6th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding LOS. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to LOS based on the following thresholds shown in [Table 2.17-3, Level of Service](#).

Table 2.17-3
Level of Service







Level of Service	Intersection Control Delay (Seconds/Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.

LOS is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure); refer to [Figure 2.17-6, Traffic Levels of Service](#). At intersections with traffic signals or all way stop control, the LOS is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), the LOS is determined by the average control delay for the worst individual movement (or movements sharing a single lane).

Roadway Link Capacity Analysis

The road link capacity analysis is assessed based on the theoretical 24-hour average daily traffic (ADT) capacity for roadways in terms of volume over capacity ratios. The roadway link daily traffic capacity is shown as the maximum allowed under “Estimated 24 Hour Traffic (ADT)” in the “City of Corona Street Design Table” for a particular street classification. In accordance with the City’s General Plan, Riverside County roadways located with the City’s Sphere of Influence shall be maintained at LOS “C” or better per the “Riverside County Level of Service Criteria”.

Level of Service (LOS)	Description	Description
A		<p>LOS A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.</p>
B		<p>LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.</p>
C		<p>LOS C describes stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.</p>
D		<p>LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the intersections. The travel speed is between 40% and 50% of the base free-flow speed.</p>
E		<p>LOS E is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the intersections. The travel speed is between 30% and 40% of the base free-flow speed.</p>
F		<p>LOS F is characterized by flow at extremely low speed. Congestion is likely occurring at the intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed.</p>

Source: Stantec Consulting Services Inc.

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Traffic Levels of Service

Performance Standards

City of Corona. The City of Corona has established LOS D as the minimum acceptable LOS.

County of Riverside. The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. The County General Plan states that peak hour intersection operations of LOS C or better are generally acceptable along all County maintained roads and conventional state highways. As an exception, LOS D may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways, convention state highways, or freeway ramp intersections.

California Department of Transportation (Caltrans). As stated in the Guide for the Preparation of Traffic Impact Studies (State of California, 2002), the “California Department of Transportation endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”. Caltrans acknowledges this may not always be feasible and recommends consultation with Caltrans to determine the appropriate target LOS. For consistency with local requirements, this analysis defines LOS D as the minimum acceptable LOS for State Highway facilities.

PROJECT IMPACTS

a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated:

The previously approved IS/MND determined that all study area intersections and roadway segments would operate at acceptable levels of service except for the intersection of Compton Avenue at Old Temescal Road and Rimpau Avenue at Old Temescal Road. Mitigation Measures T-4 and T-5 were recommended which required improvements to both intersections. With the incorporation of Mitigation Measures T-4 and T-5, the previously adopted IS/MND determined potential traffic impacts would be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The proposed Project Modifications would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

VEHICULAR CIRCULATION SYSTEM

The identification of deficient operations is a requirement of the California Environmental Quality Act. The County General Plan and Circulation Element have been adopted in accordance with the California Environmental Quality Act requirements, and any roadway improvements within the County of Riverside that are consistent with these documents are not considered deficient, so long as the project contributes its “fair share” funding for improvements. A traffic deficiency is considered significant if the project both: (i) contributes measurable traffic to and (ii) substantially and adversely changes the LOS at any offsite location projected to experience deficient operations (LOS E or F) under foreseeable cumulative conditions, where feasible improvements consistent with the County General Plan cannot be constructed.

The following scenarios are analyzed during typical weekday morning and evening peak hour conditions:

- Existing Conditions
- Existing Plus Project Conditions
- Opening Year (2025) With Project Conditions

Proposed Project Circulation System

The northern portion of the project site, which is located within the City of Corona, is proposed to be developed with 103 dwelling units of single-family detached housing. The southern portion of the project site, which is located within the County of Riverside, is being processed separately from this portion. For the purpose of this analysis, the southern portion would be considered as a future phase of the overall site in the cumulative traffic conditions that could be potentially developed with 38 dwelling units of single-family detached housing.

The primary access for the project site is a stop-controlled full access driveway at Laurel Canyon Way with a private gate. The project would also provide a secondary access road through the southern portion of the Monteolivo site which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate which is not open to the public.

Project Trip Generation

Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. Table 2.17-4, Trip Generation, shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land uses. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantities.

Table 2.17-4
Trip Generation

Land Use	DU	AM Peak			PM Peak			Weekday Daily
		In	Out	Total	In	Out	Total	
Phase 1 (Northern Portion) Single-Family Detached Housing	103	19	54	73	61	36	97	971
Phase 2 (Southern Portion) Single-Family Detached Housing	38	7	20	27	22	13	35	358
Note: DU-Dwelling Units Source: Ganddini Group, Inc., Monte Olivo (Northern Portion) Traffic Analysis, June 13, 2023.								

As shown in Table 2.17-4, the proposed project is forecast to generate a total of approximately 971 daily vehicle trips, including 73 vehicle trips during the morning peak hour and 97 vehicle trips during the evening peak hour.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The forecast directional outbound and inbound distribution patterns for the project generated trips is shown in Figure 2.17-7, Project Trip Generation. The project trip distribution patterns are based on the review of existing volume data, surrounding land uses, designated truck routes, and the local and

regional roadway facilities in the project vicinity. Based on the identified project trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 2.17-8, Project Average Daily Traffic Volumes. Project morning and evening peak hour intersection turning movement volumes expected from the project are depicted on Figure 2.17-9, Project AM Peak Hour Intersection Turning Movement Volumes, and Figure 2.17-10, Project PM Peak Hour Intersection Turning Movement Volumes.

PROJECT DESIGN FEATURES

This analysis assumes the following improvements would be constructed by the project to provide project site access:

PDF-T-1: At the project driveway at Laurel Canyon Way (Intersection No. 7)

- Install a westbound stop sign with a private gate.
- Provide a westbound shared left-right lane.

PDF-T-2: At the project driveway at State Street (Intersection No. 8 – Opposite Bel Air Street)

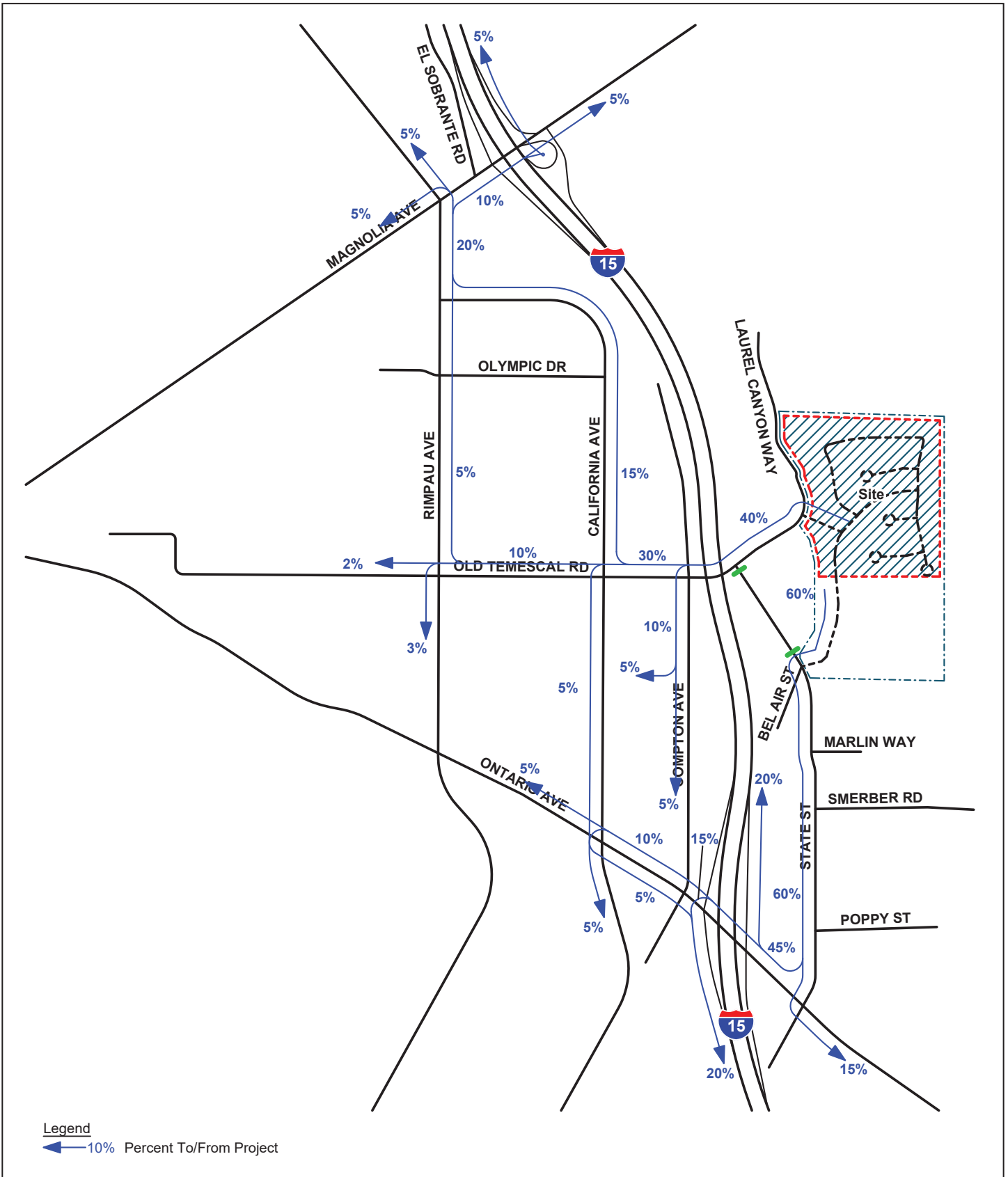
- Install a westbound stop sign with private gate.
- Provide a westbound shared left-right lane.

The primary access for the Monteolivo community would be a stop-controlled full access driveway at Laurel Canyon Way with a private gate. The project would also provide a secondary access road through the southern portion of the Monteolivo community which would create a stop-controlled driveway on State Street that aligns with Bel Air Street for project residents only with a private gate and would not be open to the public.

FUTURE CUMULATIVE TRAFFIC TRIPS

Ambient Growth Rate

To account for ambient growth on roadways, existing 2022 roadway volumes were increased by a growth rate of two percent (2%) per year over three years for Opening Year (2025) conditions. This equates to a total growth factor of approximately six percent (6%). The ambient growth rate was conservatively applied to all movements at the study intersections.

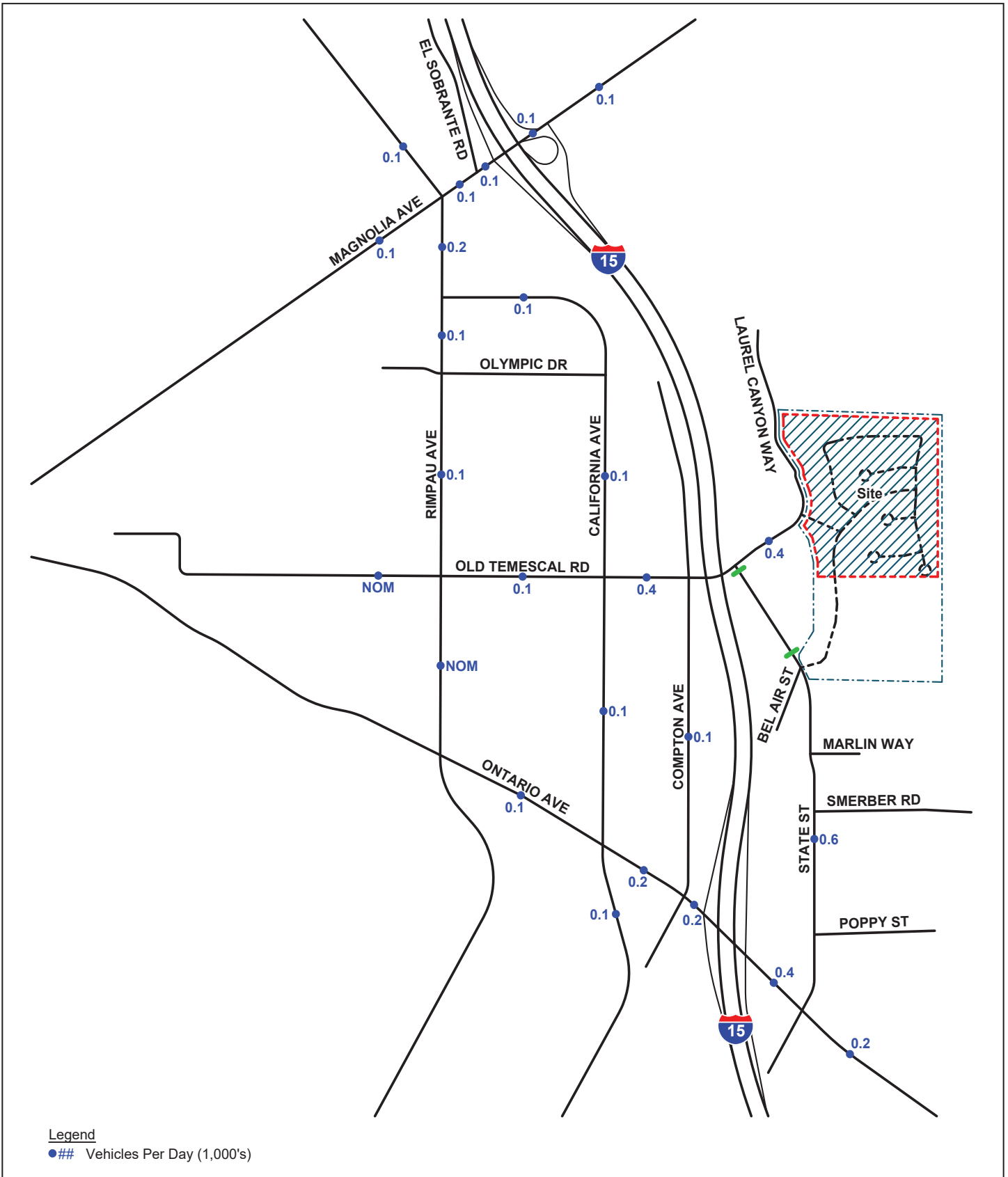


Source: Ganddini Group, Inc.; June 13, 2023.

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Project Trip Generation

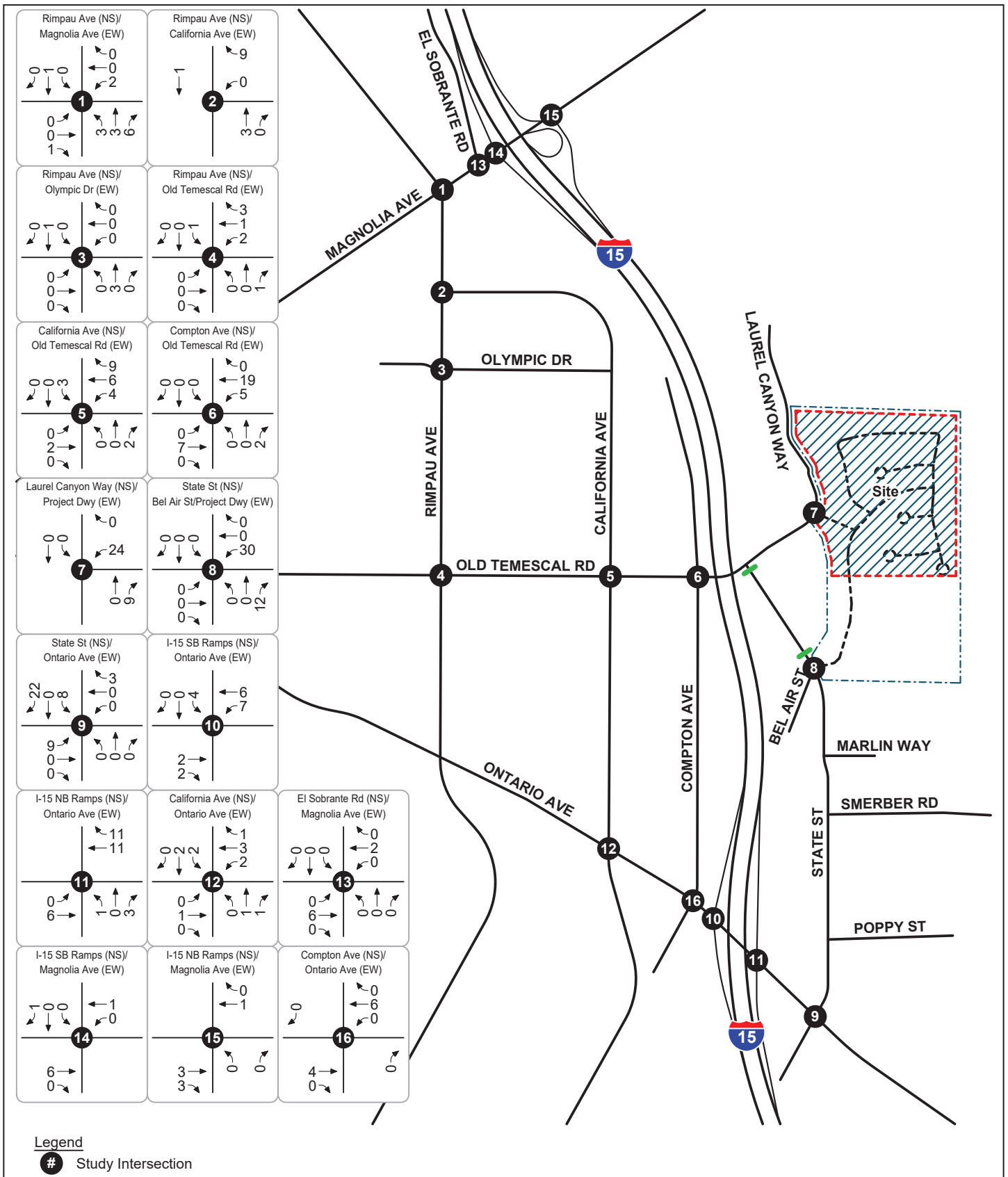




Source: Ganddini Group, Inc.; June 13, 2023.



Figure 2.17-8

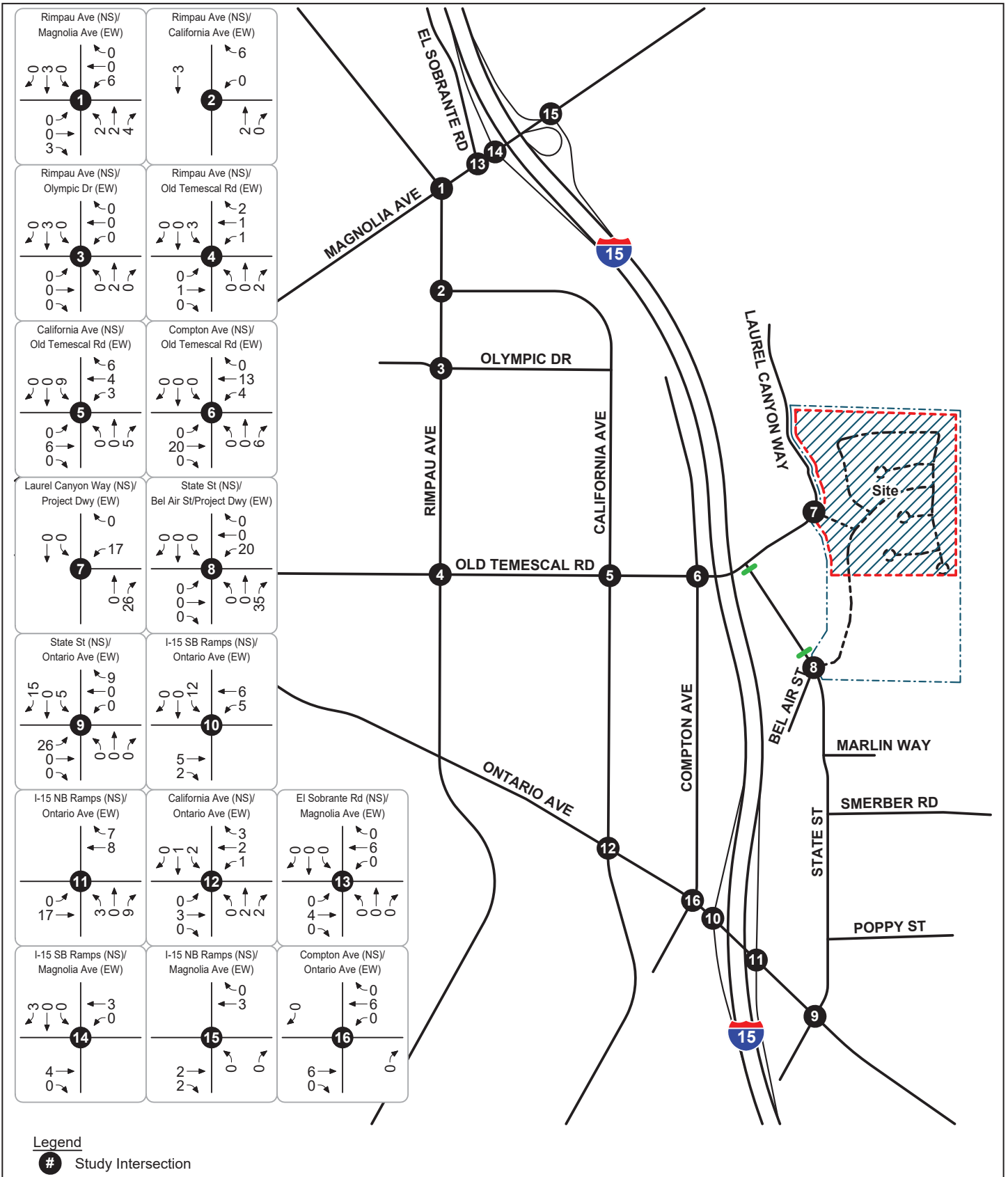


Source: Ganddini Group, Inc.; June 13, 2023.

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Project AM Peak Hour Intersection Turning Movement Volumes





Source: Ganddini Group, Inc.; June 13, 2023.

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Project PM Peak Hour Intersection Turning Movement Volumes



Other Development

To account for trips generated by future development, trips generated by pending or approved other development projects in the City of Corona and County of Riverside were added to the study area. The development projects include single-family residential, multi-family residential and commercial land uses. A listing of the other development projects considered in the analysis is provided in Section 5 of the Traffic Analysis Report. The southern portion of the project site, which is located within the County of Riverside, is being processed separately from this portion. For the purpose of this analysis, the southern portion would be considered as a future phase of the overall site in the cumulative traffic conditions that could be potentially developed with 38 dwelling units of single-family detached housing. [Figure 2.17-11, *Cumulative Project \(Monteolivo – Southern Portion\) Trip Distribution*](#), shows the trip distribution patterns for the southern portion of the Monteolivo project. [Figure 2.17-12, *Other Development Average Daily Traffic Volumes*](#), shows the forecast average daily traffic volumes for the other development. [Figure 2.17-13, *Other Development AM Peak Hour Intersection Turning Movement Volumes*](#), and [Figure 2.17-14, *Other Development PM Peak Hour Intersection Turning Movement Volumes*](#), show the forecast morning and evening peak hour intersection turning movement volumes for trips generated by other developments.

OPERATIONAL ANALYSIS

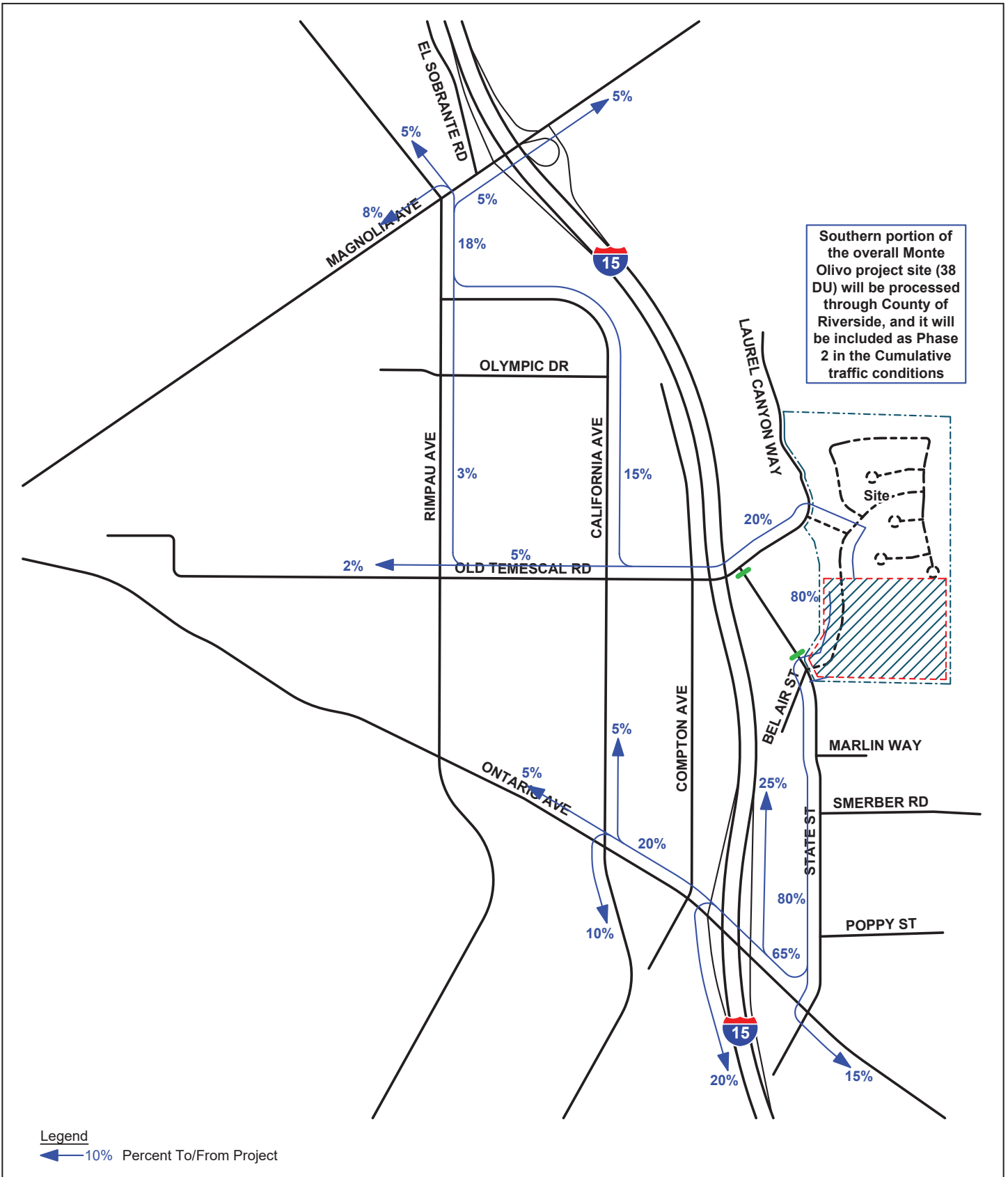
Existing Plus Project Condition

The intersection Levels of Service for Existing Plus Project conditions are shown in [Table 2.17-5, *Existing Plus Project Intersection Levels of Service*](#). Existing Plus Project average daily traffic volumes are shown on [Figure 2.17-15, *Existing Plus Project Average Daily Traffic Volumes*](#). Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on [Figure 2.17-16, *Existing Plus Project AM Peak Hour Intersection Turning Movement Volumes*](#), and [Figure 2.17-17, *Existing Plus Project PM Peak Hour Intersection Turning Movement Volumes*](#).

Table 2.17-5
Existing Plus Project Intersection Levels of Service

Intersection		AM Without Project	AM With Project	PM Without Project	PM With Project
1.	Rimpau Avenue at Magnolia Avenue	C	C	C	C
2.	Rimpau Avenue at California Avenue	A	A	B	B
3.	Rimpau Avenue at Olympic Drive	B	C	B	B
4.	Rimpau Avenue at Old Temescal Road	C	E	B	B
5.	California Avenue at Old Temescal Road	B	C	B	B
6.	Compton Avenue at Old Temescal Road	A	C	A	A
7.	Laurel Canyon Way at Project Driveway	A	A	A	A
8.	State Street at Bel Air Street	A	A	A	A
9.	State Street at Ontario Avenue	D	D	E	E
	• Traffic Signal	-	A	-	A
10.	I-15 SB Ramps at Ontario Avenue	C	C	B	B
11.	I-15 NB Ramps at Ontario Avenue	B	B	B	B
12.	California Avenue at Ontario Avenue	C	C	C	C
13.	El Sobrante Rd. at Magnolia Avenue	D	D	D	D
14.	I-15 SB Ramps at Magnolia Avenue	C	C	D	D
15.	I-15 NB Ramps at Magnolia Avenue	B	B	B	B
16.	Compton Avenue at Ontario Avenue	C	C	B	B

Source: Ganddini Group, Inc., *Monte Olivo (Northern Portion) Traffic Analysis*, June 13, 2023.

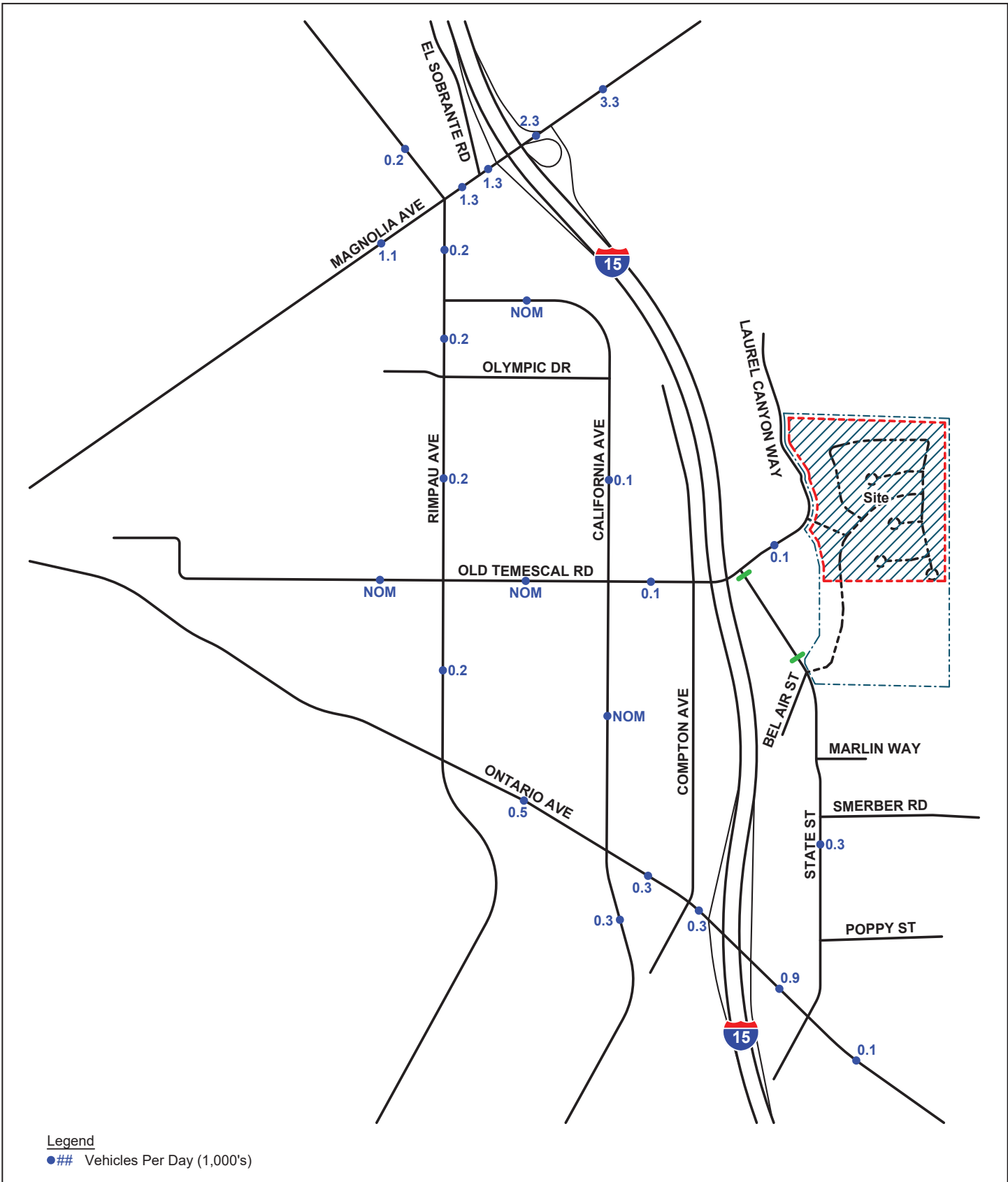


Source: Ganddini Group, Inc.; June 13, 2023.

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Cumulative Project (Monteolivo – Southern Portion) Trip Distribution

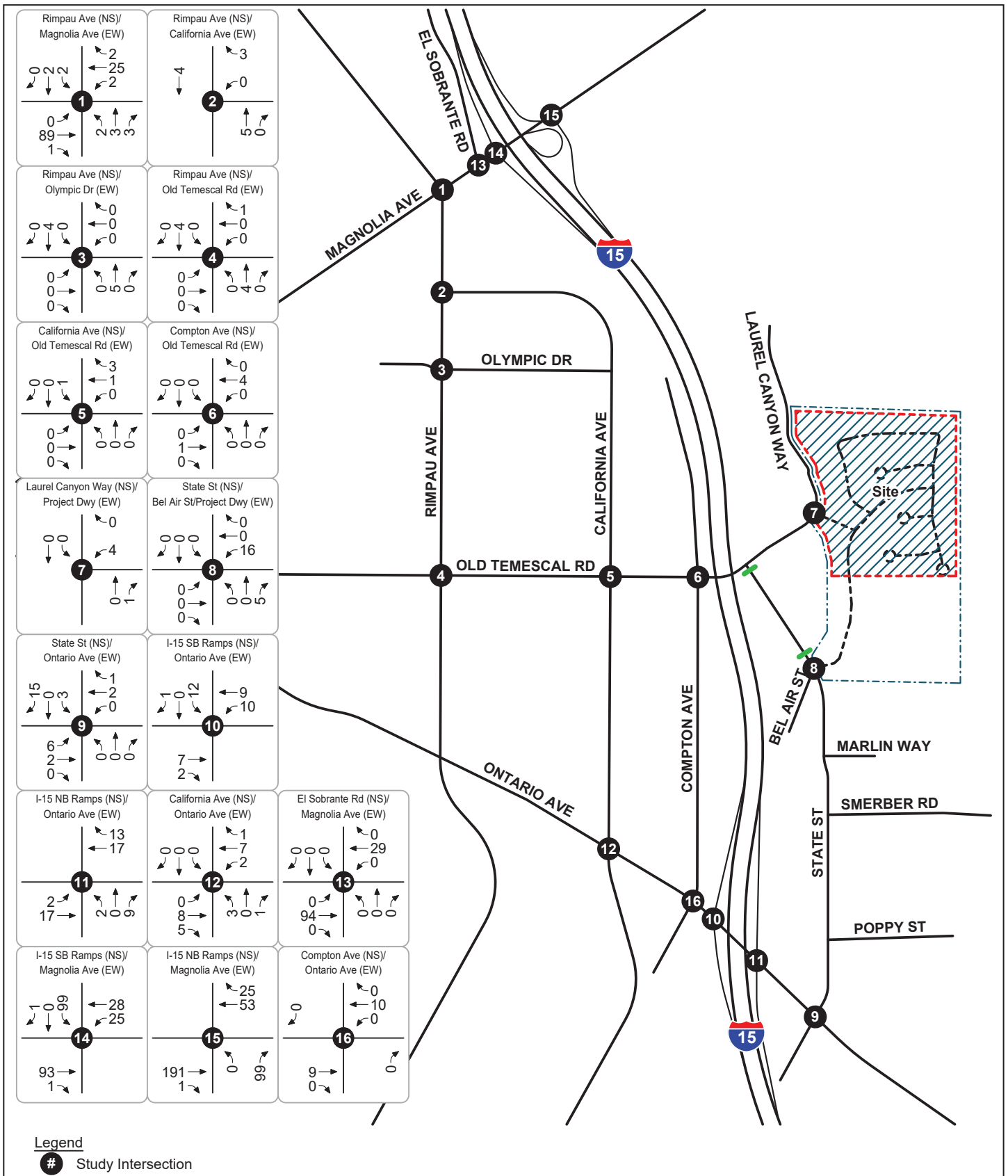




Source: Ganddini Group, Inc.; June 13, 2023.

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Other Development Average Daily Traffic Volumes



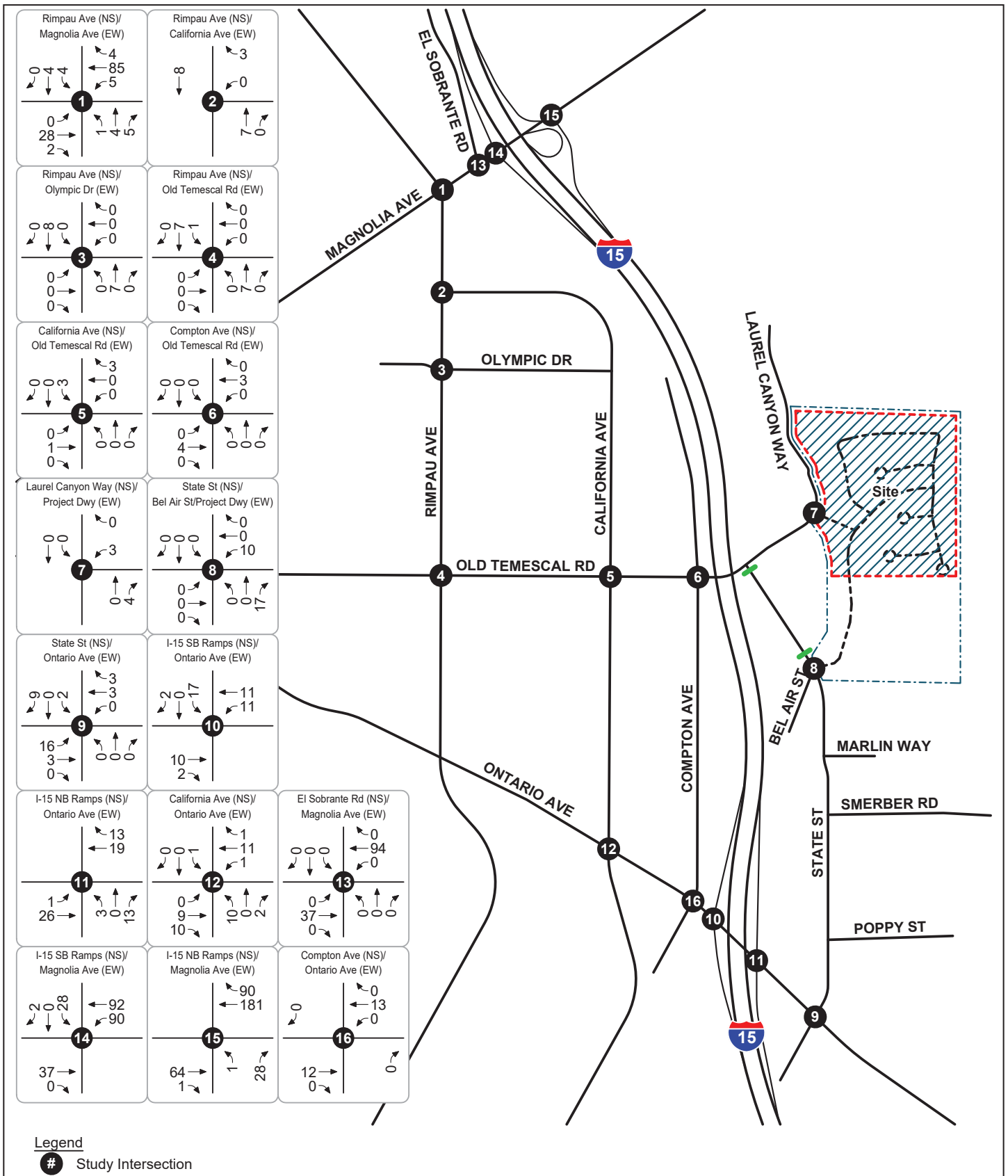


Source: Ganddini Group, Inc.; June 13, 2023.

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Other Development AM Peak Hour Intersection Turning Movement Volumes



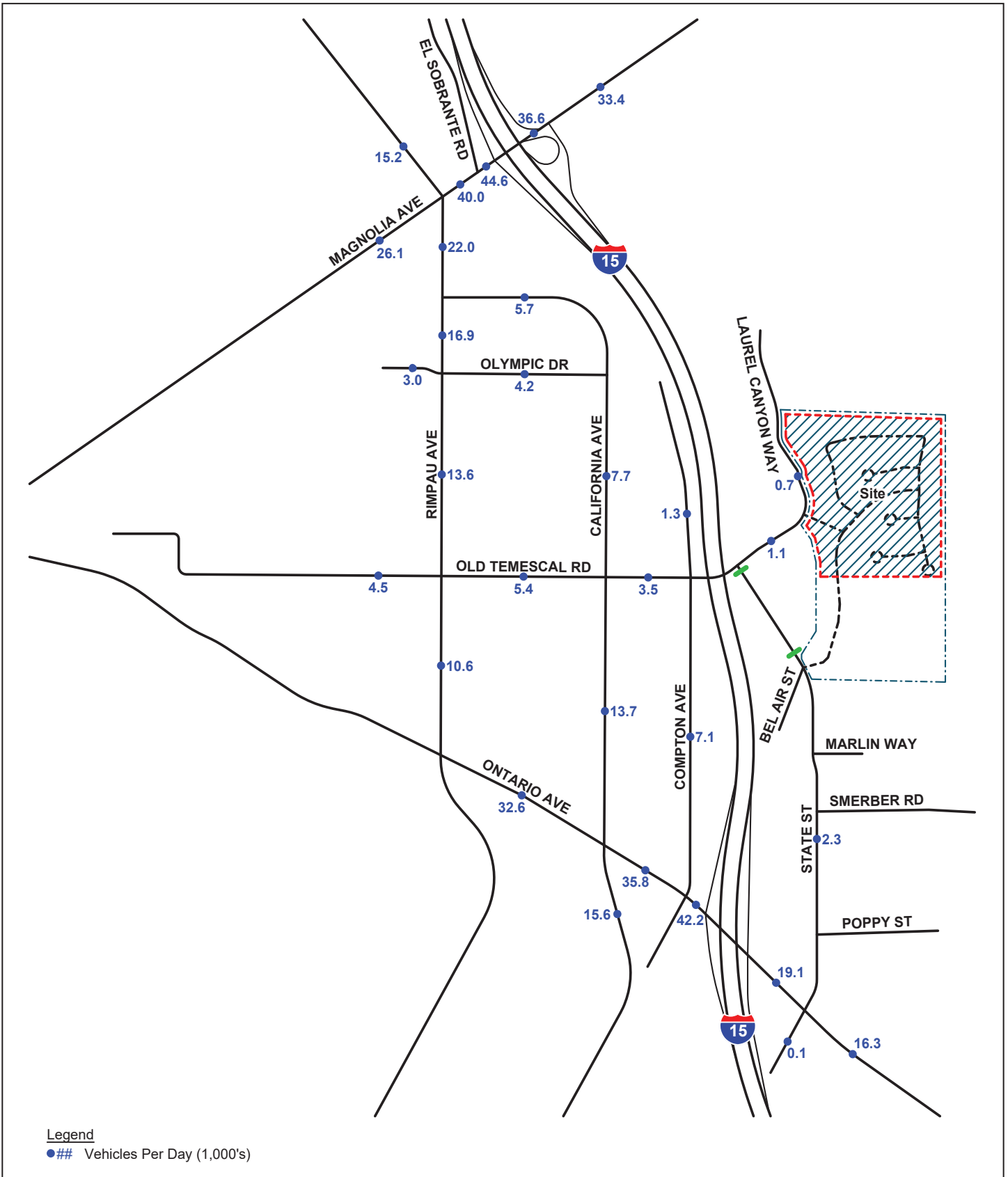


Source: Ganddini Group, Inc.; June 13, 2023.

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Other Development PM Peak Hour Intersection Turning Movement Volumes



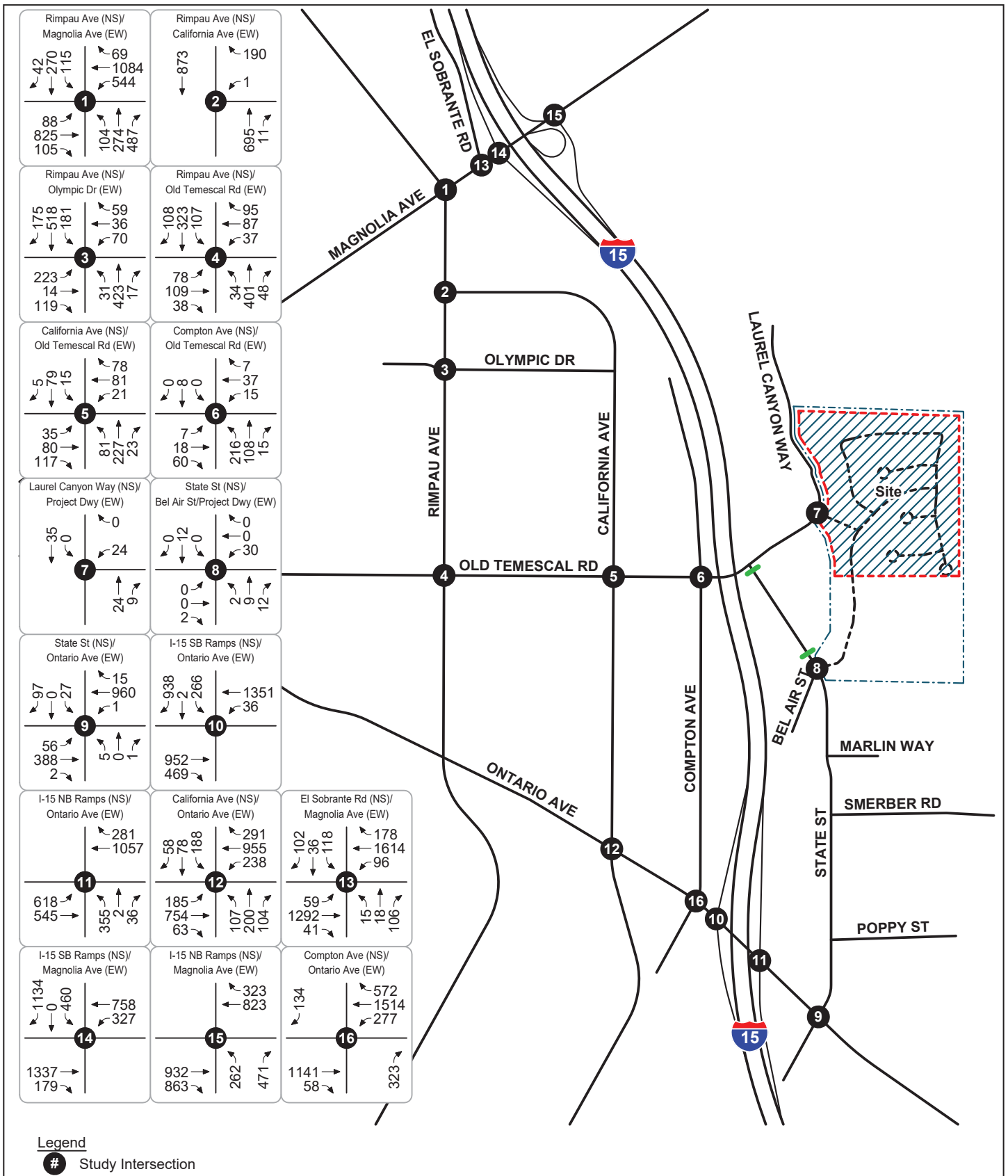


Source: Ganddini Group, Inc.; June 13, 2023.

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Existing Plus Project Average Daily Traffic Volumes



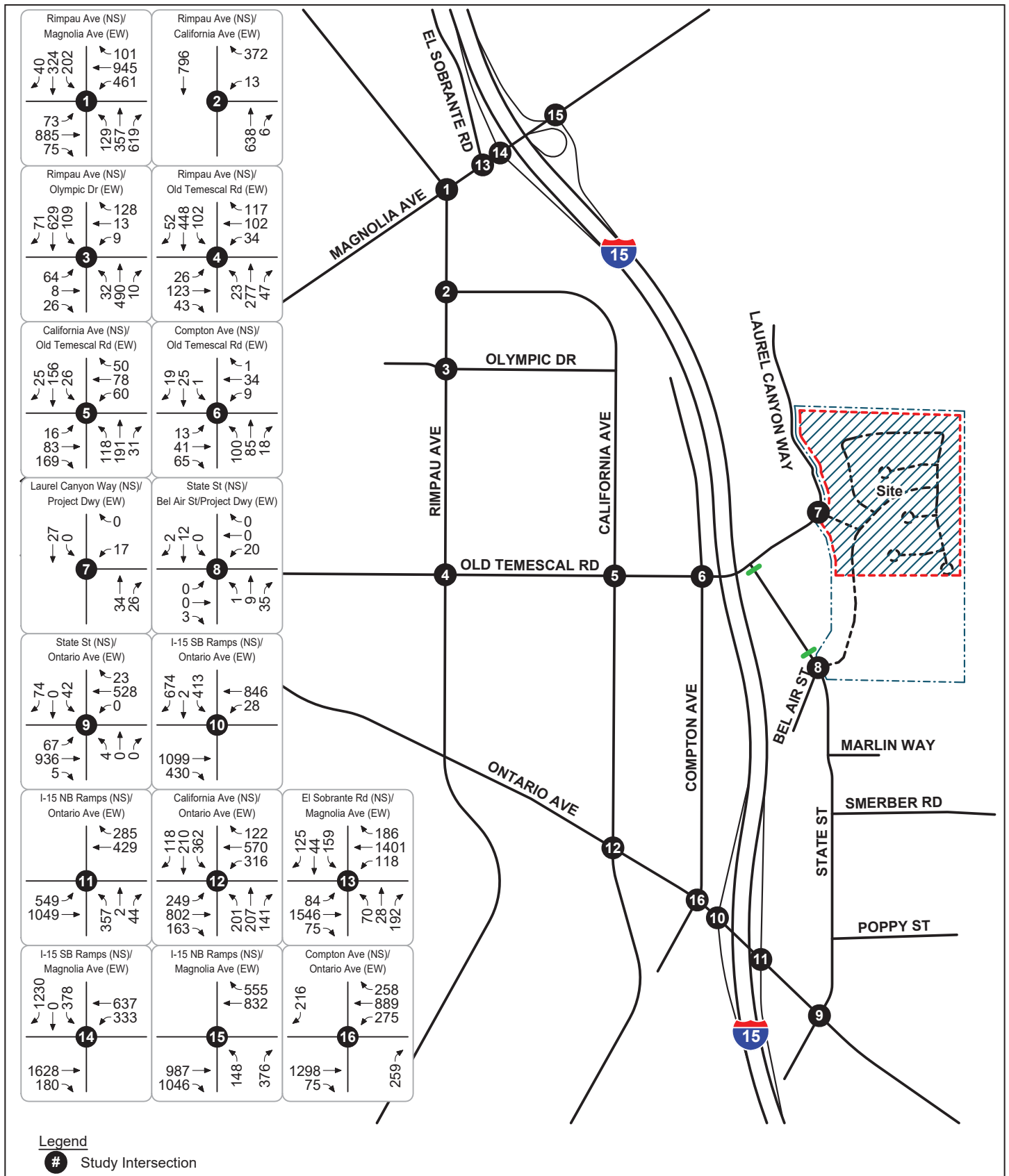


Source: Ganddini Group, Inc.; June 13, 2023.

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Existing Plus Project AM Peak Hour Intersection Turning Movement Volumes





Source: Ganddini Group, Inc.; June 13, 2023.

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Existing Plus Project PM Peak Hour Intersection Turning Movement Volumes



As shown in [Table 2.17-5](#), the study intersections are forecast to operate within acceptable LOS (D or better) during the peak hours for Existing Plus Project conditions, except for the following study intersection that is projected to operate at deficient Levels of Service:

- State Street/Ontario Avenue – #9 (PM peak hour)

To mitigate the deficient intersections for Existing Plus Project conditions, the following improvements are required:

- State Street/Ontario Avenue – #9: Install a traffic signal.

Opening Year (2025) With Project

The intersection Levels of Service for Opening Year (2025) With Project conditions are shown in [Table 2.17-6, *Opening Year \(2023\) With Project Intersection Levels of Service*](#). Opening Year (2025) With Project average daily traffic volumes are shown on [Figure 2.17-18, *Opening Year \(2025\) With Project Average Daily Traffic Volumes*](#). Opening Year (2025) With Project morning and evening peak hour intersection turning movement volumes are shown on [Figure 2.17-19, *Opening Year \(2025\) With Project AM Peak Hour Intersection Turning Movement Volumes*](#) and [Figure 2.17-20, *Opening Year \(2025\) With Project PM Peak Hour Intersection Turning Movement Volumes*](#).

Table 2.17-6
Opening Year (2025) With Project Intersection Levels of Service

Intersection		AM Without Project	AM With Project	PM Without Project	PM With Project
1.	Rimpau Avenue at Magnolia Avenue	C	C	C	D
2.	Rimpau Avenue at California Avenue	A	A	B	B
3.	Rimpau Avenue at Olympic Drive	C	C	B	B
4.	Rimpau Avenue at Old Temescal Road	C	C	C	C
5.	California Avenue at Old Temescal Road	B	B	B	B
6.	Compton Avenue at Old Temescal Road	B	B	A	A
7.	Laurel Canyon Way at Project Driveway	A	A	A	A
8.	State Street at Bel Air Street	A	A	A	A
9.	State Street at Ontario Avenue	D	E	F	F
	• Traffic Signal	-	A	-	A
10.	I-15 SB Ramps at Ontario Avenue	C	C	B	B
11.	I-15 NB Ramps at Ontario Avenue	B	B	B	B
12.	California Avenue at Ontario Avenue	C	C	C	C
13.	El Sobrante Rd. at Magnolia Avenue	D	D	D	D
14.	I-15 SB Ramps at Magnolia Avenue	C	C	D	D
15.	I-15 NB Ramps at Magnolia Avenue	B	B	B	B
16.	Compton Avenue at Ontario Avenue	C	C	C	C
Source: Ganddini Group, Inc., <i>Monte Olivo (Northern Portion) Traffic Analysis</i> , June 13, 2023.					

As shown in [Table 2.12-17](#), the study intersections are projected to operate within acceptable LOS (D or better) during the peak hours for Opening Year (2025) With Project conditions, except for the following study intersection that is forecast to continue operating at deficient LOS (E or F):

- State Street/Ontario Avenue – #9 (AM & PM peak hours)

The following improvement is needed to address the deficient intersections for Opening Year (2025) With Project conditions:

- State Street/Ontario Avenue – #9: Install a traffic signal.

Since this is a degradation of LOS for the already deficient intersection operations under Existing conditions, the project applicant is responsible for its fair share of fees to an applicable program for the recommended improvements. The intersection of State Street at Ontario Avenue currently satisfies the traffic signal warrant based on Existing conditions. [Figure 2.17-21](#), *Recommended Intersection Improvements*, shows the recommended intersection improvements.

ROADWAY SEGMENT ANALYSIS

The road link capacity analysis is assessed based on the theoretical 24-hour average daily traffic (ADT) capacity for roadways in terms of volume over capacity ratios. The project traffic report identifies that for Opening Year (2025) With Project conditions the study roadway links are projected to function at LOS “C” or better, except for the following roadway links which would operate at LOS “D” with existing roadway width:

- Rimpau Avenue, from Magnolia Avenue to California Avenue
- Magnolia Avenue, from El Sobrante Road to I-15 Southbound Ramps
- Ontario Avenue, from Compton Avenue to I-15 Southbound Ramps

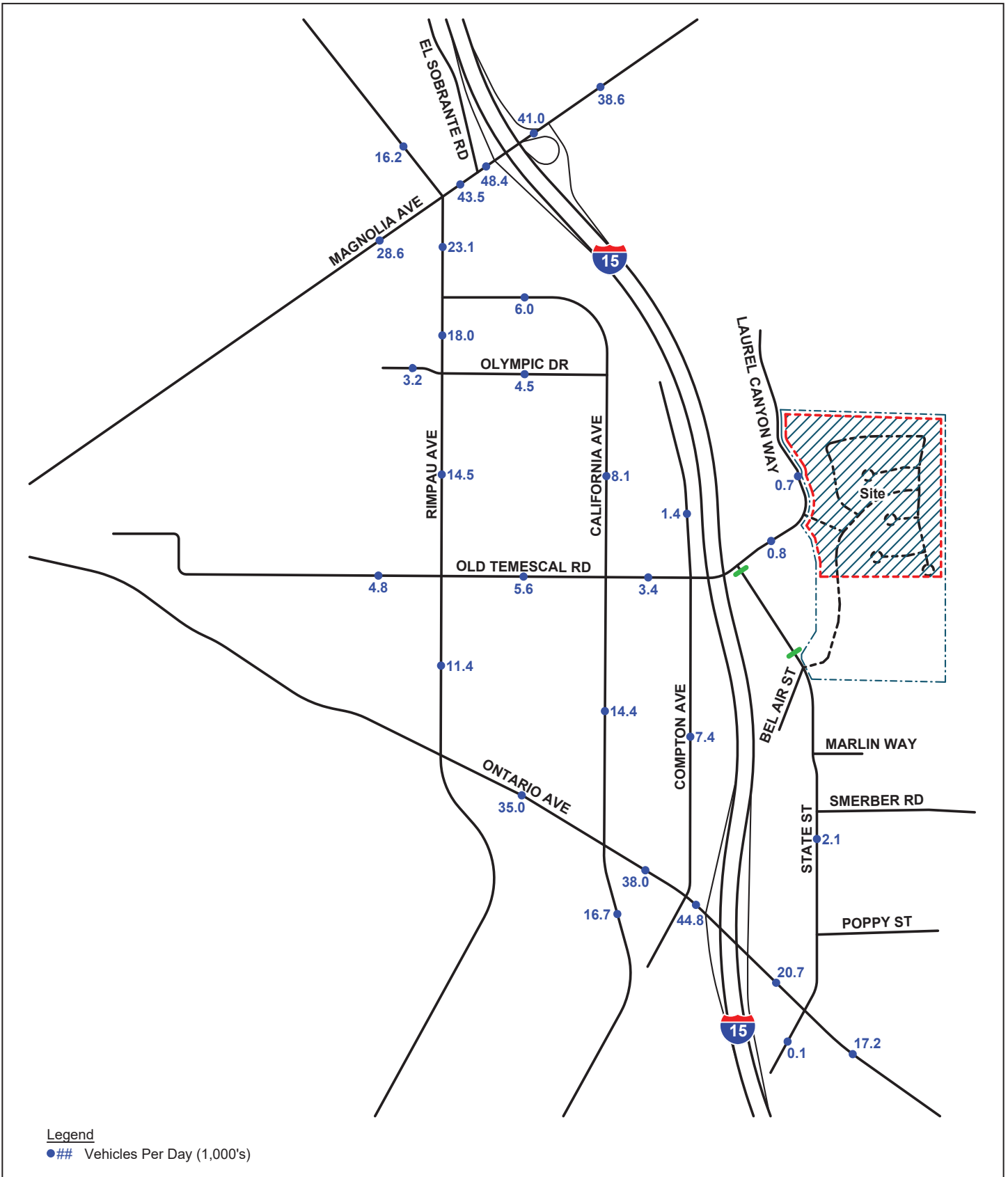
Since the City of Corona would be improving and widening Ontario Avenue from California Avenue to State Street, no additional improvements are recommended for Ontario Avenue. The study intersections along Rimpau Avenue and Magnolia Avenue are projected to operate at an acceptable LOS “D” or better; therefore, no additional improvements are recommended for Rimpau Avenue and Magnolia Avenue.

BICYCLE FACILITIES

The proposed project would construct sidewalks on local streets to facilitate pedestrian circulation. The City of Corona bike paths are illustrated in [Figure 2.17-22](#), *City of Corona General Plan Bike Routes*. As shown in [Figure 2.17-22](#), there are no designated bikeways near the project site. Therefore, the construction and operation would not conflict with existing or planned pedestrian or bikeway circulation systems.

TRANSIT SERVICE

The Riverside Transit Agency (RTA) and Metro Klink Rail Service provide transit facilities for the City of Corona. [Figure 2.17-23](#), *City of Corona General Plan Transit Routes*, shows existing public transit facilities and routes in the project vicinity. As shown in [Figure 2.17-23](#) there are no transit facilities near the project site. Therefore, the construction and operation would not conflict with existing or planned transit facilities.

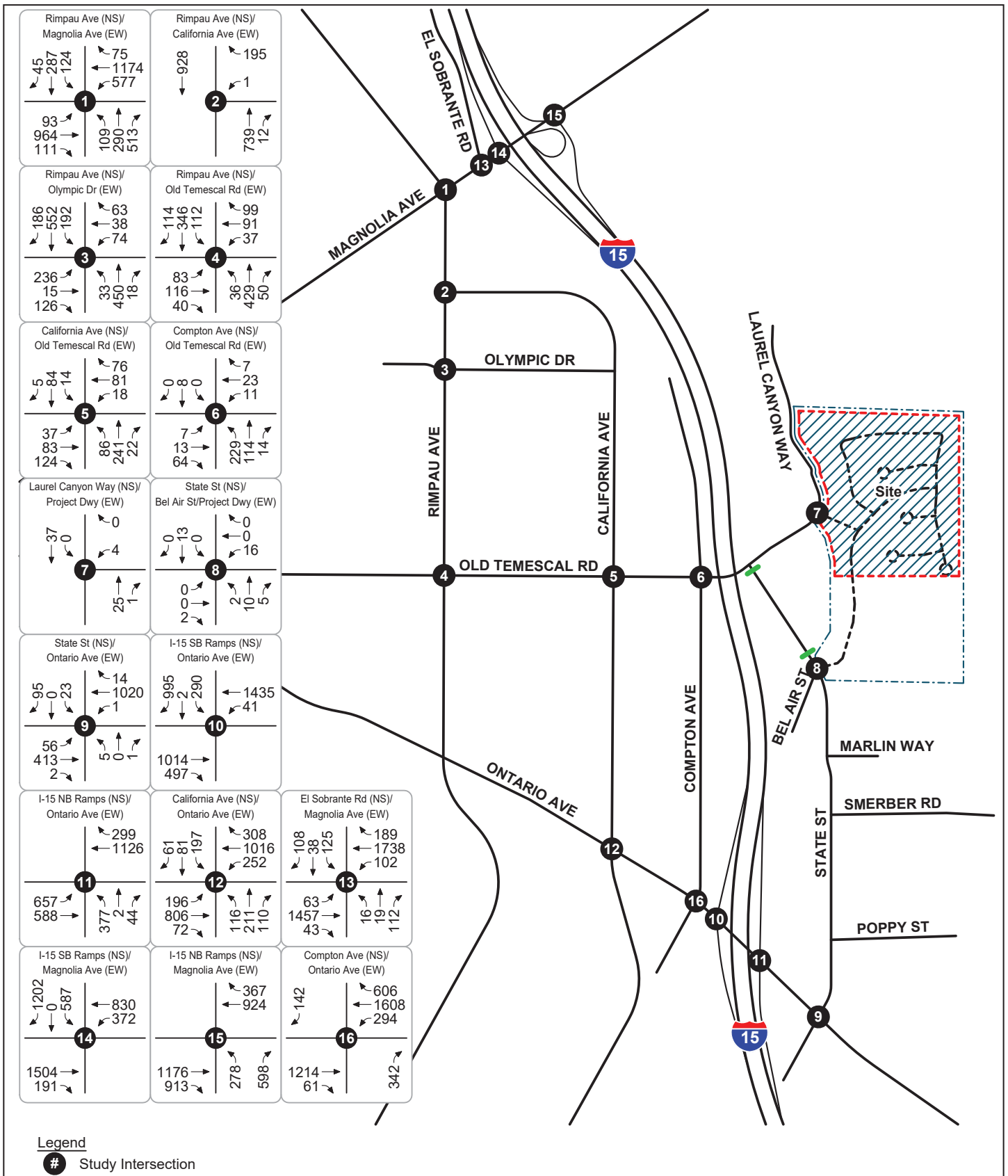


Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum

Opening Year (2025) With Project Average Daily Traffic Volumes

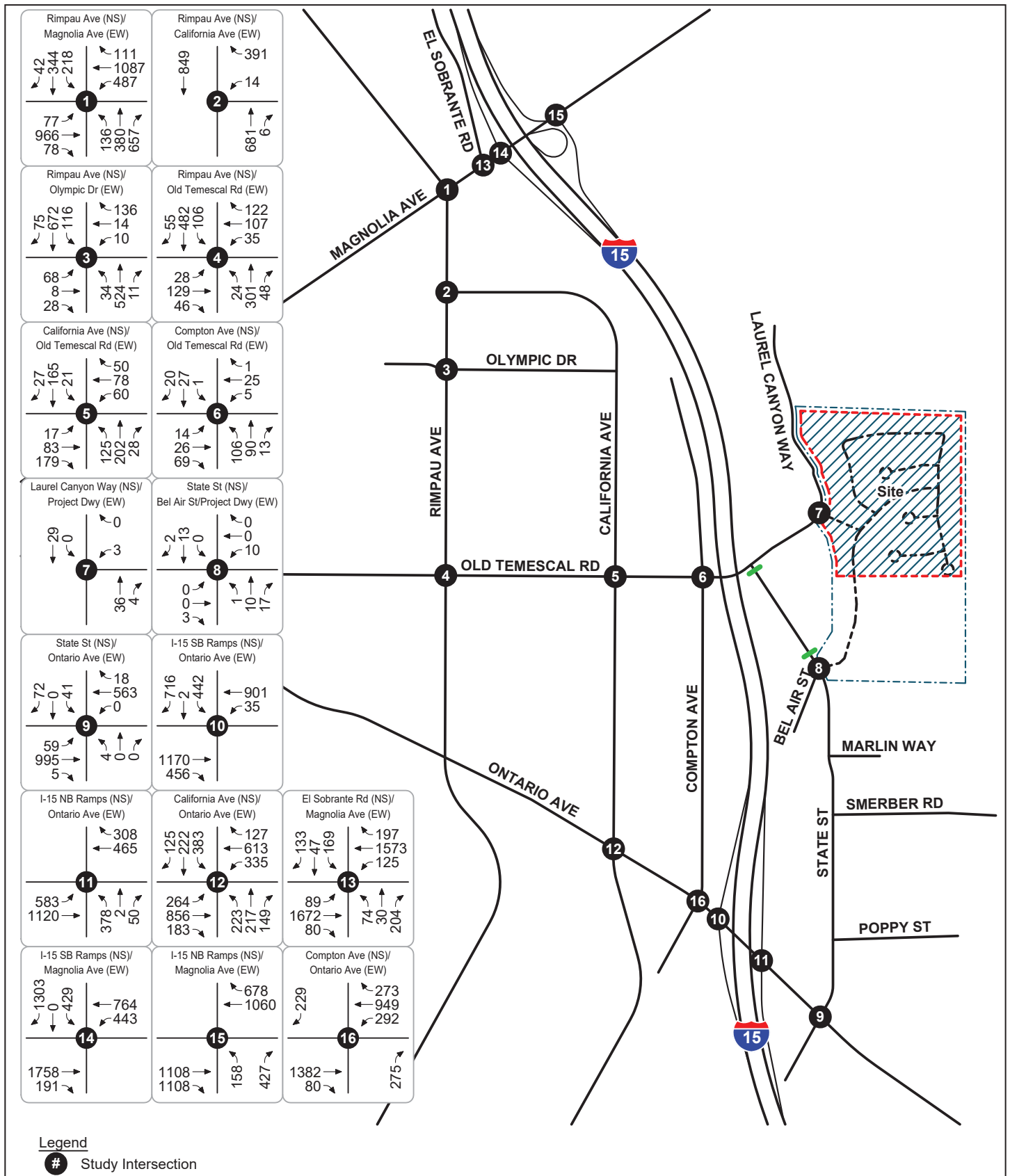




Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
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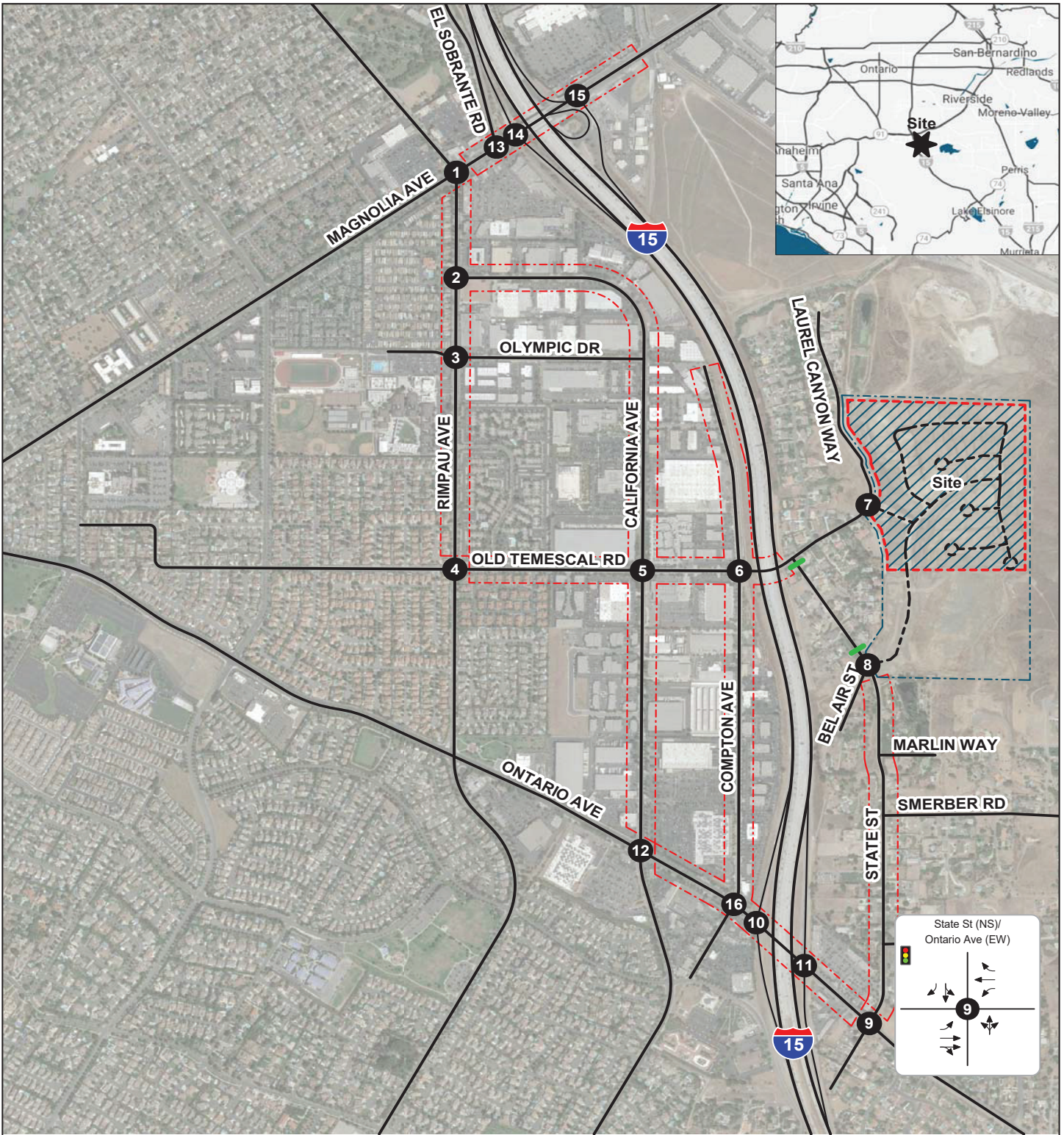
Opening Year (2025) With Project AM Peak Hour Intersection Turning Movement Volumes



Source: Ganddini Group, Inc.; June 13, 2023.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum

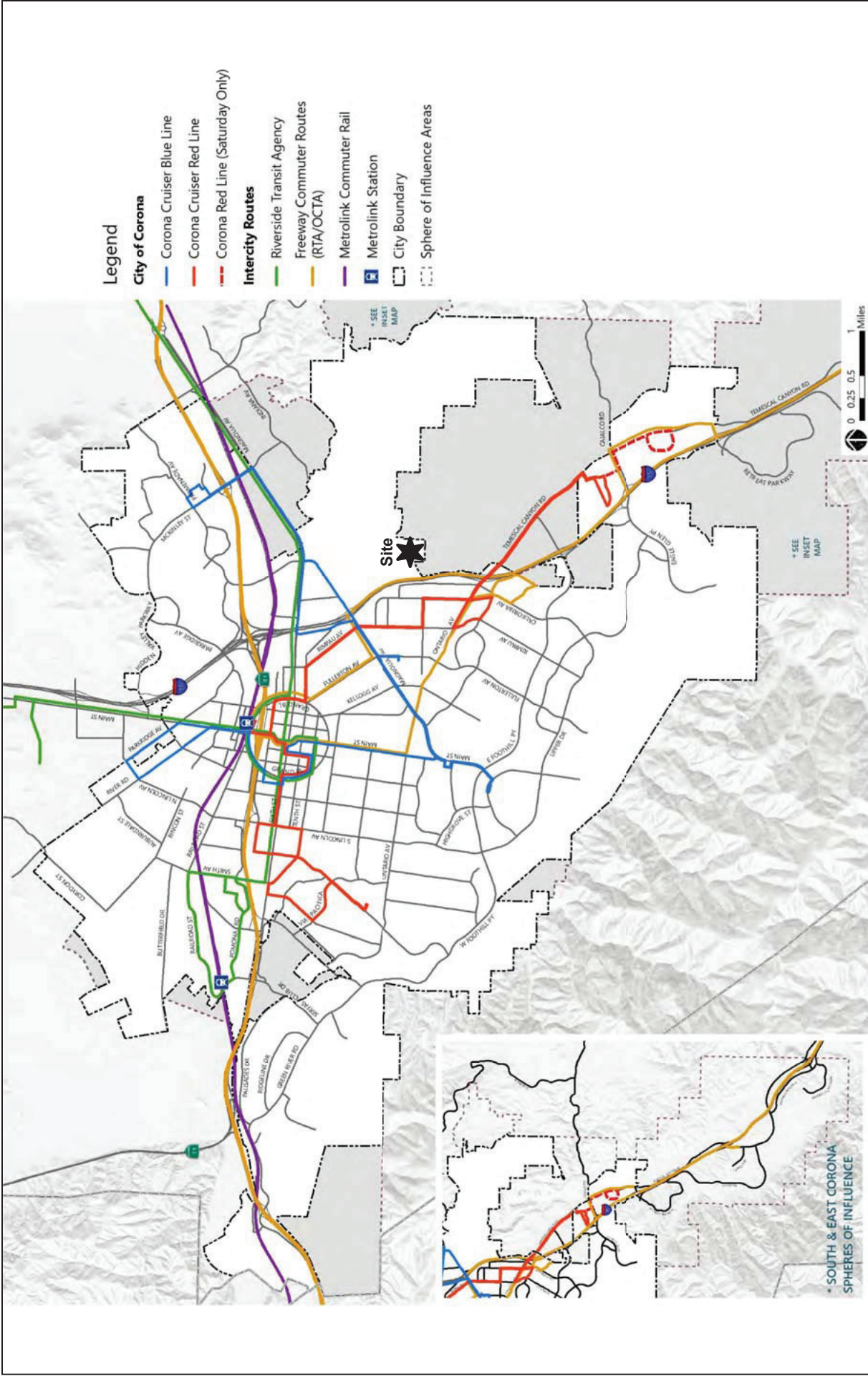
Opening Year (2025) With Project PM Peak Hour Intersection Turning Movement Volumes



- Legend**
- # Study Intersection
 - Existing Travel Lane
 - Community Gate
 - New Travel Lane
 - Study Roadway Segment
 - New Traffic Signal

Source: Ganddini Group, Inc.; June 13, 2023.

MONTECOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum
Recommended Intersection Improvements



Source: City of Corona and Riverside Transportation Agency, 2019.

MONTEOLIVO PROJECT TENTATIVE TRACT MAP 37895
 Initial Study/Mitigated Negative Declaration Addendum
City of Corona General Plan Transit Routes

Figure 2.17-23



Mitigation Measures:

TRANS-1: Prior to map recordation, the project shall constrict or if the signal is constructed, provide a fair share payment for the installation of the traffic signal at the intersection of State Street/Ontario Avenue.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Previously Approved MND Finding: The previously approved IS/MND was adopted prior to inclusion of Section 15064.3 in the CEQA Guidelines. Therefore, no Vehicle Miles Traveled (VMT) analysis was prepared.

Addendum Finding Less Than Significant Impact: The Vehicle Miles Traveled (VMT) analysis has been assessed based on the City of Corona guidelines. Using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool, the project site is located within a low VMT generating Traffic Analysis Zone (TAZ) based on total VMT (28.13 VMT/SP) and Residential Home-Based VMT (14.3 VMP/PC). Appendix H of the Traffic Analysis Report shows the VMT screening results for the project site. Per the City of Corona guidelines, it is presumed to be less than significant VMT impact for projects located in low VMT generating model TAZ. These TAZs generate total daily VMT/SP that is less than the baseline level for the City/jurisdiction.

Per the secondary screening step, the proposed project land use is consistent to the City of Corona General Plan land use destination of Estate Residential (ER) of 1 to 3 dwelling units (DU) per acre. The project site is approximately 61.6 acres with 103 DU, which is 1.8 DU per acre. The proposed project site is also located within one-half mile of a bus stop and within one mile of employment and shopping destinations. Based on the screening steps, the project is anticipated to generate less than significant VMT impact and no additional improvements are recommended.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined that traffic hazards that could be associated with the project were less than significant.

Addendum Finding Less Than Significant Impact: The construction and operation of the proposed project would occur on the project site and would not involve any construction or long-term operational activities on a public roadway that would increase traffic hazards.

There were some traffic safety concerns raised by local residents near the neighborhoods along State Street. Therefore, this section evaluates the following safety concerns along State Street:

- Speed limit signage and vehicular speeds
- Sight distance at project driveway
- Crash history
- Lane width reduction
- Street lighting

SPEED LIMIT SIGNAGE AND VEHICULAR SPEED

State Street has a posted speed limit of 35 miles per hour (mph). There are currently three (3) speed limit signs posted along State Street at the following locations as previously shown in [Figure 2.17-2, Existing Lane Geometry and Intersection Traffic Controls](#):

- Northbound direction south of Poppy Street
- Southbound direction south of Bel Air Street
- Southbound direction south of Marlin Way

A speed survey was conducted on October 25, 2022 on State Street between Smerber Road and Poppy Street (refer to Appendix I of the Traffic Analysis Report). The speed survey shows that the 85th-percentile speed on State Street is 39 miles per hour (mph). Based on the California Manual on Uniform Traffic Control Devices (CA MUTCD) guidelines, the speed limit should be rounded to the nearest 5 mph increment of the 85th-percentile speed, which would be 40 mph in this case. However, for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used. Therefore, the current posted speed limit of 35 mph is considered appropriate and reasonable.

Currently, there is a speed limit sign on the southbound direction south of Marlin Way while the remainder 2,500 feet of State Street from Marlin Way toward the south has no other speed limit sign. Since the southbound direction of State Street is going downhill where vehicles tend to travel at higher speeds, it is recommended that an additional speed limit sign be installed on the southbound direction south of Smerber Road to warn the motorists to slow down and adhere to the appropriate speed. Another option is to replace the existing speed limit sign on the southbound direction south of Marlin Way with a radar speed sign which is more visible and illuminated. This location of State Street is near the vertical crest of State Street and has a steeper grade than other segments.

SIGHT DISTANCE AT PROJECT DRIVEWAY

The sight distance analysis for the project driveway on State Street is shown in [Figure 2.17-24, Sight Distance Analysis for the Project Driveway on State Street](#). The sight distance is evaluated based on sight distance guidelines specified in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Street (7th Edition, 2018)* ["AASHTO Greenbook"]. As shown in [Figure 2.17-24](#), adequate sight distances can be provided as long as any landscaping near the northeast and southeast corners of the curb returns at the driveway on State Street does not obstruct drivers' views. A design speed of 40 miles per hour was used based on the results of the radar speed survey (85th-percentile speed of 39 miles per hour). Based on the sight distance formulas, an intersection sight distance of 441 feet is desirable with a minimum stopping sight distance of 300 feet.

CRASH HISTORY

Based on the crash history records from the County of Riverside, there are no recent vehicular crashes along State Street from the project site to Ontario Avenue. Since State Street appears to be relatively safe with no recent vehicular crashes, there should be no major safety concerns regarding sight distance and speed factors.



Major Road Design Speed (V_m) = 40 MPH
 Stopping Sight Distance = 300 Feet
 Corner Sight Distance (CSD) = $1.47 \times V_m \times T_g$
 Time Gap For Cars (T_g) = 6.5sec. Right Turn and 7.5sec. Left Turn
 CSD Right = 382 Feet
 CSD Left = 441 Feet

Source: Source: Ganddini Group, Inc.; January 26, 2023.

Sight Distance Analysis for the Project Driveway on State Street



LANE WIDTH REDUCTION

The approximate widths of the existing pavement and travel lanes along State Street are listed below:

- Ontario Avenue to Poppy Street: 38 to 42 feet (Travel lanes are 19 to 21 feet)
- Poppy Street to Smerber Road : 40 to 42 feet (Travel lanes are 19 to 23 feet)
- Smerber Road to Marlin Way : 42 feet (Travel lanes are 19 to 21 feet)
- Marlin Way to Bel Air Street: 42 feet (Travel lanes are 19 to 21 feet)

The travel lane widths along State Street are between 19 feet and 23 feet which are wider than a typical travel lane that is usually between 12 and 14 feet. A wider travel lane usually results in higher vehicle speed while a narrow travel lane would likely encourage motorists to slow down. Even though lane width reduction is an effective tool to reduce vehicular speed in most cases, it is unnecessary to implement lane reduction on State Street because vehicular speed does not appear to be a safety issue due to the lack of recent vehicular crashes and there is adequate sight distance for the proposed project driveway. Other speed reduction strategies such as installing additional speed limit signs and radar speed signs should be considered prior to lane width reduction.

STREET LIGHTING

There are no street lights on State Street except for a short 400-foot segment where there are street lights on the west side of State Street from Ontario Avenue to the northern boundary of the shopping center located west of State Street. Therefore, it is dark along most of State Street during the evenings. The County may consider installing new street lighting that would improve nighttime visibility, however, this may result in increased vehicular speeds on State Street at night.

Mitigation Measures:

TRANS-2: The following circulation improvements are recommended to enhance safe vehicle within the project area:

- Prior to issuance of first Certificate of Occupancy, Laurel Canyon Way, adjacent to the project boundary, shall be constructed at its ultimate half-section width, including landscaping and parkway improvements in conjunction with development per City standards.
- Prior to issuance of the first Certificate of Occupancy, the project shall provide a secondary access road through the southern portion of the site which would create a stop-controlled secondary access driveway at State Street for project residents only.
- All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project should be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Corona and applicable portions to the County of Riverside.
- Prior to issuance of first Certificate of Occupancy, site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Corona.

- Onsite traffic signing and stripping plans shall be submitted to City of Corona for approval in conjunction with detailed construction plans for the project.
- The final grading, landscaping, and street improvement plans should demonstrate that sight distance standards are met in accordance with applicable City of Corona, County of Riverside and California Department of Transportation sight distance standards.
- The northeast and southeast corners of the project site access driveway at State Street shall be limited to low growing ground cover and/or hardscape to ensure that overgrown landscape would not obstruct driver views along State Street. The final Improvement Plans for the State Street project driveway access shall be approved by the City of Corona and County of Riverside.

d) Result in inadequate emergency access?

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND determined that potential emergency impacts would be less than significant.

Addendum Finding Less Than Significant Impact: The Proposed Project Modifications would not increase impacts associated with conflicts with adopted emergency plans. The Proposed Project Modifications to provide proposed circulation access would not impede adequate emergency access to areas offsite from the project. Temporary construction activities associated with the project could result in temporary partial lane closures to access the project site. The project would be required to coordinate with the City of Corona to ensure adequate emergency access is maintained at all times. With compliance with the City of Corona Traffic Control requirements, potential emergency access impacts would be less than significant. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of potential traffic hazard impacts.

SUMMARY OF FINDINGS FOR TRANSPORTATION

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.18 Tribal Cultural Resources

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
2) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

PROJECT IMPACTS

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- 1) **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)?**
 - 2) **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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Previously Approved MND Finding Less Than Significant Impact With Mitigation Incorporated: The previously approved IS/MND evaluated impacts to tribal resources as part of the evaluation of potential impacts to cultural resources and determined potential impacts to be less than significant.

Addendum Finding Less Than Significant Impact With Mitigation Incorporated: The area where the Proposed Project Modifications would be implemented has been rough graded and no Native American cultural resources were encountered. It would be highly unlikely that implementation of the Proposed Project Modifications would encounter unknown cultural resources. On the side of caution and in the remote event unknown Native American cultural resources are encountered, Mitigation Measures CR-16, CR-17 and CR-18, described in Section 1.0, *Introduction*, are recommended. With implementation of Mitigation Measures CR-16, CR-17, and CR-18 potential impacts to unknown Native American cultural resources would be less than significant. Compared to the previous adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of impacts to unknown Native American cultural resources.

Mitigation Measures: Mitigation Measures CR-16, CR-17 and CR-18 are required.

SUMMARY OF FINDINGS FOR TRIBAL CULTURAL RESOURCES

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

2.19 Utilities and Service Systems

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no impact on utility services.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not require the relocation or construction of new or expanded utility services beyond what was required for the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no adverse impacts on utility services.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for water supplies to serve the project and the foreseeable future development during normal, dry, and multiple dry years beyond the level of demand generated from the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would have no adverse impacts on utility services.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would not increase the number of residential units approved for the project and would not increase the demand for wastewater treatment beyond the level of demand generated from the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not generate solid waste in excess of State or local standards.

Addendum Finding No Impact: Implementation of the Proposed Project Modifications would retain the same dwelling unit count and would not increase in demand for solid waste disposal services beyond the level of demand for the original project. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Previously Approved MND Finding No Impact: The previously approved IS/MND determined the original project would not conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

Addendum Finding No Impact: Like the original project, any solid waste generated by the Proposed Project Modifications would be hauled from the site, diverted, and recycled, in accordance with the California Integrated Waste Management Act and other local management and reduction statutes related to solid waste. Compared to the previously adopted IS/MND, the Proposed Project Modifications would result in the same level of impacts.

SUMMARY OF FINDINGS FOR UTILITIES AND SERVICE SYSTEMS

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

A wildland fire is a non-structural fire that occurs in vegetative fuels. Wildland fires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. The potential for wildland fires represents a hazard where development is adjacent to open space or designated Fire Hazard Safety Zones. Subsequent to approval of the previously approved MND, the California Department of Forestry and Fire Protection Fire Severity Zone Maps have been updated. According to the California Department of Forestry and Fire Protection, portions of the project site are adjacent to Moderate Fire Hazard and State Responsibility areas.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Previously Approved MND No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks or impair an adopted emergency response plan or emergency evacuation plan.

Addendum Finding No Impact: In the event an emergency response plan or evaluation plan is required to be implemented, the City of Corona Police Department would be in charge of evacuating neighborhoods in the event of a fire that threatens homes. These evacuations would be decided within the Incident Command Structure in consultation with the fire department, other law enforcement, public works, and local government liaisons in order to establish when and where they would occur. In the event of an emergency, residents would be directed to specific evacuation routes to avoid conflicts with emergency response plans. With implementation of the Incident Command Structure, the proposed project would not substantially impair an adopted emergency response plan or emergency

evacuation plans and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area.

Addendum Finding No Impact: Topography influences the movement of air and the direction of a fire course. Additionally, wind events magnify the risks of wildfire and would have the potential to expose inhabitants to elevated pollutant concentrations. To minimize project contiguity to wildland slope areas that could act as conduit for wildland fire, the project plans have been modified to square off Lots 17-21 to remove the common area behind homes and incorporate a radiant heat wall behind Lots 16-29. Additionally, the CC&R's would include a prohibition of the installation of combustible materials in the 30-foot zone width adjacent to the heat wall within Lots 16-29. Additionally, the proposed project would have surrounding roadways and driveways which would also act as fire breaks. Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

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

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks.

Addendum Finding No Impact: The project was initially graded which included the removal of all vegetation. The proposed fuel modification program would remove common area vegetation behind homes, provide radiant heat walls and prohibit the installation of combustible materials in a 30-foot zone. Implementation of these fuel modification measures would not result in any adverse temporary impacts or ongoing impacts to the environment. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

- 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?**

Previously Approved MND Finding No Impact: The previously adopted IS/MND determined the original project site was not in a Fire Hazard Area and would not expose people or structures to significant wildland fire risks.

Addendum Finding No Impact: Landslides, including mud and debris flows can be triggered by erosion and downslope runoff caused by rain following a fire. The project site is not in an area that is subject to landslides or downstream flooding that would increase the risk for post-fire slope instability, or drainage change impacts and potential impacts would be less than significant. Compared to the previously adopted IS/MND, implementation of the Proposed Project Modifications would result in the same level of fire hazard impacts.

SUMMARY OF FINDINGS FOR WILDFIRE

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.

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2.21 Mandatory Findings of Significance

Would the project:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/ No Impact	Reduced Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND identified that the original project would have less than significant impacts in regard to the potential for the project to degrade the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

Addendum Finding Less Than Significant Impact: Implementation of the Proposed Project Modifications would not change the biological analysis and conclusions included in the previously adopted IS/MND. Additionally, the Proposed Project Modifications would not result in additional significant impacts to cultural resources. No new impacts or intensification of previously identified impacts would occur with implementation of the Proposed Project Modifications.

- b) **Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND identified the original project would not have adverse cumulative impacts.

Addendum Finding Less Than Significant Impact: Although the Proposed Project Modifications would provide a new private gated access driveway at Laurel Canyon Way and would replace the previously planned recreation center with open space park area, the general configuration of the subdivision and the overall number of dwelling units remains the same. Since the most intense short-term construction impacts entailing rough grading within the original project boundaries have already occurred, the construction impacts associated with the Proposed Project Modifications are substantially less. For this reason, no new or greater cumulative impacts would occur from the Proposed Project Modifications. Since there is no change in land use or intensity of development, the long-term operational significant impacts associated with the Proposed Project Modifications would remain consistent with the cumulative analysis provided in the previously approved IS/MND and there would be no changes to the analysis or conclusions regarding cumulative impacts.

- c) **Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Previously Approved MND Finding Less Than Significant Impact: The previously approved IS/MND identified that the original project would not have substantial adverse impacts on human beings.

Addendum Finding Less Than Significant Impact: The changes associated with the Proposed Project Modifications are minor. No new impacts or more severe impacts to human beings, either directly or indirectly, would occur as a result of the implementation of the Proposed Project Modifications.

SUMMARY OF MANDATORY FINDINGS OF SIGNIFICANCE

In accordance with the analysis above, and pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, the City of Corona has determined that:

- The Proposed Project Modifications do not result in substantial changes that would require major revisions to the previously adopted IS/MND due to new or substantially more severe significant environmental effects than previously analyzed.
- No substantial changes in circumstances have occurred that would result in new or more severe significant environmental impacts than previously analyzed.
- No new information of substantial importance as described in Section 15162 (a)(3) has been identified that would require major revisions to the analysis or conclusions presented in the previously adopted IS/MND.