STAFF REPORT

DATE: 12/08/2025

TO: Honorable Chair and Commissioners

FROM: Planning and Development Department

2025-457

APPLICATION REQUEST:

GPA2024-0003: A General Plan Amendment to amend the General Plan land use designation of two parcels located at 323 S. Belle Avenue and 322 S. Washburn Avenue from Low Density Residential and General Commercial, respectively, to Mixed Use Downtown, and establish the Mixed Use Downtown land use designation on approximately 0.87 acres of public right-of-way. (Applicant: Marco Arzola for Northgate Gonzalez Market, 1201 N. Magnolia Avenue, Anaheim, CA 92801)

RECOMMENDED ACTION:

That the Planning and Housing Commission recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of GPA2024-0003 to the City Council, based on the findings contained in the staff report, and adopt Resolution No. 2676 GRANTING GPA2024-0003 as part of Cycle 1 of General Plan Amendments for 2026.

BACKGROUND

Northgate Gonzalez Market is proposing to develop a commercial retail center on 4.70 acres located on the west side of N. Main Street and north of W. Sixth Street. The development includes a new 40,000 square foot Northgate Gonzalez market and the remodel of a 6,930 square foot commercial building which are being reviewed under Precise Plan PP2024-0001. The site is comprised of 13 lots and approximately 0.87 acres of public right-of-way (Fourth and Fifth Streets) that currently bisect the site. The 0.87 acres are proposed to be vacated to facilitate the development.

EXHIBIT 4

The 11 lots located between Sixth and Fourth Streets are designated Mixed Use Downtown (MUD) under the City's General Plan and are zoned Downtown (D) per the Downtown Revitalization Specific Plan. The two lots at the northern end of the site have different land use designations and zoning classifications. The lot at 323 S. Belle Avenue is designated Low Density Residential (LDR) and is zoned Single Family (SF). The lot at 322 S. Washburn Avenue is designated General Commercial (GC) and is zoned Gateway Business (GB).

To allow for cohesive development of the site, the lots must be consolidated. The applicant is pursuing this through an associated entitlement, Parcel Map 38981, for which approval is being requested. Lot consolidation, however, cannot occur unless all 13 lots share the same General Plan designation and zoning. Accordingly, GPA2024-0003 seeks to change the General Plan designation of the two northern lots to MUD, and establish the MUD designation on the 0.87 acres of public right-of-way proposed for vacation. A corresponding specific plan amendment to change the zoning of the two lots is being processed separately under SPA2024-0003.

PROPOSED AMENDMENT

The lots located at 323 S. Belle Avenue and 322 S. Washburn are currently designated LDR and GC, respectively, under the City's General Plan. The LDR designation allows for residential development at densities ranging from 3 to 6 dwelling units per acre, and is intended for lower-density neighborhoods typically characterized by single family detached homes. The GC designation allows for a range of commercial uses that serve local neighborhoods, the broader community and visitors.

GPA2024-0003 proposes to change the General Plan designation of the two subject lots to MUD and extend the MUD designation over the 0.87 acres of right-of-way within the segments of Fourth and Fifth Streets that will be vacated. The MUD designation accommodates retail, commercial, and office uses, as well as integrated mix-use development that may include residential components. As such, the MUD designation is compatible with the surrounding commercial and residential land uses the north, east and west. If approved, GPA2024-0003 would ensure uniform General Plan consistency and allow the site to be developed for commercial use as proposed by PP2024-0001.

The replacement of the LDR designation with MUD on the property at 323 S. Belle Avenue does not conflict with Government Code Section 66300(h)(1) of the Housing Accountability Act, which states that an affected county or an affected city is prohibited from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential property. Although the proposed development associated with the amendment is a commercial use, residential use continues to be provided for under the proposed MUD designation, provided

that it is part of an integrated mix-use development subject to a maximum Floor Area Ratio of 3.0. As such, the amendment maintains a no-net-loss in residential capacity.

ENVIRONMENTAL ANALYSIS

Per Section 15070(b) of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration was prepared for the project since the Initial Study identified that the project's potentially significant effects to the environment are capable of being mitigated to less than significant. Therefore, based on the project's mitigation measures and mitigation monitoring and reporting program identified in the Mitigated Negative Declaration, there is no substantial evidence, in light of the whole record before the city, that the project may have a significant or potentially significant effect on the environment. The Mitigated Negative Declaration is therefore recommended for adoption (Exhibit 6).

FISCAL IMPACT

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

PUBLIC NOTICE AND COMMENTS

A 20-day bilingual (English and Spanish) public notice was mailed to all property owners and occupants within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. Additionally, the MND was electronically sent to the State Clearinghouse (SCH#2025110646). As of the preparation of this report, staff received two comments related to the project and one related to the MND (Exhibits 7 and 8).

STAFF ANALYSIS

GPA2024-0003 facilitates infill development of 13 currently underutilized lots by consolidating them into one lot to facilitate the development of a new Northgate Gonzalez market and redesigning an old bank building into a new bank and restaurant use. The general plan amendment fulfills a number of goals and policies of the General Plan including the following:

General Plan Goal or Policy	Reason
Goal LU-17. A revitalized Downtown Corona that is the centerpiece of community identify, history and culture, and governance – known for its diverse and eclectic physical development and form, vibrant economy, historic character, and pedestrian activity.	GPA2024-0003, along with approvals of SPA2024-0003, PM 38981 and PP2024-0001, promote retail commercial land uses which are permitted along the street frontages that cumulatively create a pedestrian-oriented and active street environment, including retail shops, services, offices, entertainment, and

	similar and compatible uses as envisioned in the MUD designation.
LU-17.6. Promote and support the redevelopment of the Corona Mall and adjacent properties into a central attraction within the Downtown Core, with a mix of supporting land uses.	GPA2024-0003 facilities the development of a "catalyst" project intended to attract and spur the redevelopment of surrounding properties and contribute to the creation of an attractive, vibrant downtown.
LU-17.7. Ensure that new Downtown development is attractive and creates an image conducive to economic revitalization consistent with the adopted specific plan.	GPA2024-0003 is supported by PP2024-0001 which ensures that the proposed development is well-designed and complies with the development standards and design guidelines of the Downtown Revitalization Specific Plan applicable to the project site.
LU-17.9. Promote the consolidation of individual lots for the development of cohesive and well-designed commercial and mixed-use projects that maintain the area's character of low-rise and pedestrian-oriented buildings with distinctive storefronts.	GPA2024-0003 allows for the consolidation of 13 individual lots for the cohesive development of a well-designed downtown neighborhood grocery market and redesign of an old bank building into a restaurant/bank use that maintains the area's character of low-rise and pedestrian-oriented buildings with distinctive storefronts.
ED-1. Promote a strong and diversified economic base by attracting quality businesses and encouraging existing businesses to expand their sales, facilities, and employment.	GPA2024-0003 supports the City's economic base by facilitating the development of a new Northgate Gonzalez market and the repurposing of an existing commercial building for future use.
ED-3. Promote the revitalization of targeted growth areas including the Downtown, North Main Street, southeast corner of the SR-91 and I-15 interchanges, the Sixth Street corridor, the North-West Quadrant, and the City's Sphere areas.	GPA2024-0003 supports the City's goal of fostering a strong and diversified economic base, contributes to the revitalization and continued growth of Downtown and the Sixth Street corridor.
ED-4. Ensure fiscal viability for the City by pursuing a diversified local business base that provides growing sales and property	GPA2024-0003 enhances the City's fiscal sustainability through commercial sales and property tax revenues.

tax revenues to pay for municipal operations	

Therefore, the Planning and Development Department recommends approval of GPA2024-0003, subject to the findings below and the recommended conditions of approval in Exhibit 3.

FINDINGS FOR THE APPROVAL OF GPA2024-0003

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

   a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Mitigation and Monitoring Program within the Mitigated Negative Declaration and within the Conditions of Approval attached as Exhibits 6 and 3, respectively.*

   b. *There is no substantial evidence before the city that the revised project may have a significant effect.*

2. GPA2024-0003 is in the public interest and would not be detrimental to public health, safety and welfare for the following reasons:

   a. *There is adequate infrastructure in place, with the proposed project upgrades, to accommodate the proposed land use change from Low Density Residential (LDR) and General Commercial (GC) to Mixed Use Downtown (MUD) on the project site.*

   b. *The project site and its intended use under the MUD designation will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because future development allowed by the MUD designation will be required to adhere to the Mitigation Measures in the Mitigation Monitoring and Reporting Program of the Mitigated Negative Declaration and adhere to the development standards required by the Downtown Revitalization Specific Plan and the Corona Municipal Code.*

   c. *The amendment would be in the interest of the public in that it facilitates a project that is consistent with the vision of Downtown Revitalization Specific Plan by establishing a sense of place and stronger identity for the Downtown, implementing unique*

branding and new outdoor patios areas that create gathering places and an attractive Spanish Colonial architectural design with new landscaping, signage, decorative walls which serve to revitalize the Downtown Core.

3. GPA2024-0003 is internally consistent with the elements of the General Plan, including the goals and policies stated therein for the following reasons:

    a. *The amendment, along with SPA2024-0003, PM 38981 and PP2024-0001, is consistent with Land Use Goal 17 because it promotes retail commercial land uses which are permitted along the street frontages that cumulatively create a pedestrian-oriented and active street environment, including retail shops, services, offices, entertainment, and similar and compatible uses as envisioned in the MUD designation.*

    b. *The amendment fulfils Economic Development Goal ED-1 because it facilities the development of a new Northgate Gonzalez market and the repurposing of an existing commercial building for future use. It also fulfills Goals ED-3 and ED-4 because the project supports the City's goal of fostering a strong and diversified economic base, contributes to the revitalization and continued growth of Downtown and the Sixth Street corridor, and enhances the City's fiscal sustainability through commercial sales and property tax revenues.*

    c. *The amendment is consistent with Land Use Policy LU-17.6 because it facilities the development of a "catalyst project" intended to attract and spur the redevelopment of surrounding properties and contribute to the creation of an attractive, vibrant downtown.*

    d. *The amendment is consistent with the Land Use Policy LU-17.7 because it facilitates a new development that ensures that new Downtown development is attractive and creates an image conducive to economic revitalization consistent with the adopted specific plan.*

    e. *The amendment is consistent with Land Use Policy LU-17.9 because it allows for the consolidation of 13 individual lots for the cohesive development of a well-designed downtown neighborhood grocery market and redesign of an old bank building into a restaurant/bank use that maintains the area's character of low-rise and pedestrian-oriented buildings with distinctive storefronts.*

PREPARED BY: ROCIO LOPEZ, SENIOR PLANNER

REVIEWED BY: SANDRA VANIAN, PLANNING MANAGER

SUBMITTED BY: COLBY CATALDI, PLANNING AND DEVELOPMENT DIRECTOR

Exhibits:

1. Resolution No. 2676
2. Locational and Zoning Map
3. Conditions of Approval
4. Existing & Proposed General Plan Exhibit
5. Applicant's letter dated November 12, 2024
6. Environmental Documentation
7. Public Comments, dated November 17, 2025 and received December 3, 2025
8. Public Comment on MND, dated November 25, 2025

Case Planner: Rocio Lopez, Senior Planner (951) 736-2293

RESOLUTION NO. 2676

APPLICATION NUMBER: GPA2024-0003

A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA APPROVING A GENERAL PLAN AMENDMENT TO AMEND THE GENERAL PLAN LAND USE DESIGNATION OF TWO PARCELS LOCATED AT 323 S. BELLE AVENUE AND 322 S. WASHBURN AVENUE FROM LOW DENSITY RESIDENTIAL AND GENERAL COMMERCIAL, RESPECTIVELY, TO MIXED USE DOWNTOWN, AND ESTABLISH THE MIXED USE DOWNTOWN LAND USE DESIGNATION ON APPROXIMATELY 0.87 ACRES OF PUBLIC RIGHT-OF-WAY, AS PART OF CYCLE 1 FOR GENERAL PLAN AMENDMENTS 2026. (APPLICANT: MARCO ARZOLA FOR NORTHGATE GONZALEZ MARKET)

WHEREAS, the Planning and Housing Commission of the City of Corona initiated proceedings through GPA2024-0003 to consider amending the City's General Plan land use designation of two parcels located at 323 S. Belle Avenue and 322 S. Washburn Avenue from Low Density Residential and General Commercial, respectively, to Mixed Use Downtown, and establish the Mixed Use Downtown land use designation on approximately 0.87 acres of public right-of-way; and

WHEREAS, the General Plan Amendment was submitted in conjunction with Specific Plan Amendment 2024-0003 (SPA2024-0003), Parcel Map 38981 (PM 38981), and Precise Plan 2024-0001 (PP2024-0001); and

WHEREAS, the Planning and Housing Commission held a noticed public hearing for GPA2024-0003, SPA2024-0003, PM 38981, and PP2024-0001 on December 8, 2025 as required by law, and

WHEREAS, the Planning and Housing Commission after close of the public hearing considered all of the evidence presented in its deliberations; and

WHEREAS, the Planning and Housing Commission, by the majority, approved GPA2024-0003 in accordance with the analysis and findings in the staff report; and

EXHIBIT 1

WHEREAS, the Planning and Housing Commission recommended the City Council adopt the Mitigated Negative Declaration (MND) prepared for GPA2024-0003 pursuant to Section 15070(b) of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.02 of the City's Local CEQA Guidelines, because based on the information contained in the MND, the initial study and the administrative records for this project, including all written and oral evidence provided during the comment period and presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this project are either no impact or less-than-significant.

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

SECTION 1. CEQA Findings. As the decision-making body for this GPA2024-0003, the Planning and Housing Commission has reviewed and considered the information contained in the MND, the initial study and the administrative records for this General Plan Amendment, including all written and oral evidence provided during the comment period, and the Commission finds that the project's potentially significant effects to the environment are capable of being mitigated to less than significant. Therefore, based on the project's mitigation measures and mitigation monitoring and reporting program identified in the MND, there is no substantial evidence, in light of the whole record before the city, that the project may have a significant or potentially significant effect on the environment. The MND is therefore recommended for adoption.

SECTION 2. Findings. GPA2024-0003 is internally consistent with the elements of the General Plan, including the goals and policies stated therein for the following reasons:

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

    a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Mitigation and Monitoring Program within the Mitigated Negative Declaration and within the Conditions of Approval attached.*

    b. *There is no substantial evidence before the city that the revised project may have a significant effect.*

2. GPA2024-0003 is in the public interest and would not be detrimental to public health, safety and welfare for the following reasons:

    a. *There is adequate infrastructure in place, with the proposed project upgrades, to accommodate the proposed land use change from Low Density Residential (LDR) and General Commercial (GC) to Mixed Use Downtown (MUD) on the project site.*

b. *The project site and its intended use under the MUD designation will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because future development allowed by the MUD designation will be required to adhere to the Mitigation Measures in the Mitigation Monitoring and Reporting Program of the Mitigated Negative Declaration and adhere to the development standards required by the Downtown Revitalization Specific Plan and the Corona Municipal Code.*

c. *The amendment would be in the interest of the public in that it facilitates a project that is consistent with the vision of Downtown Revitalization Specific Plan by establishing a sense of place and stronger identity for the Downtown, implementing unique branding and new outdoor patios areas that create gathering places and an attractive Spanish Colonial architectural design with new landscaping, signage, decorative walls which serve to revitalize the Downtown Core.*

3. GPA2024-0003 is internally consistent with the elements of the General Plan, including the goals and policies stated therein for the following reasons:

a. *The amendment, along with SPA2024-0003, PM 38981 and PP2024-0001, is consistent with Land Use Goal 17 because it promotes retail commercial land uses which are permitted along the street frontages that cumulatively create a pedestrian-oriented and active street environment, including retail shops, services, offices, entertainment, and similar and compatible uses as envisioned in the MUD designation.*

b. *The amendment fulfils Economic Development Goal ED-1 because it facilities the development of a new Northgate Gonzalez market and the repurposing of an existing commercial building for future use. It also fulfills Goals ED-3 and ED-4 because the project supports the City's goal of fostering a strong and diversified economic base, contributes to the revitalization and continued growth of Downtown and the Sixth Street corridor, and enhances the City's fiscal sustainability through commercial sales and property tax revenues.*

c. *The amendment is consistent with Land Use Policy LU-17.6 because it facilities the development of a "catalyst project" intended to attract and spur the redevelopment of surrounding properties and contribute to the creation of an attractive, vibrant downtown.*

d. *The amendment is consistent with the Land Use Policy LU-17.7 because it facilitates a new development that ensures that new Downtown development is attractive and*

creates an image conducive to economic revitalization consistent with the adopted specific plan.

e. *The amendment is consistent with Land Use Policy LU-17.9 because it allows for the consolidation of 13 individual lots for the cohesive development of a well-designed downtown neighborhood grocery market and redesign of an old bank building into a restaurant/bank use that maintains the area's character of low-rise and pedestrian-oriented buildings with distinctive storefronts.*

THAT THE COMMISSION passes and adopts Resolution No. 2676 approving the General Plan Amendment granted in accordance with Exhibit 4 of the staff report for GPA2024-0003; and

THAT THE COMMISSION recommends to the City Council that it approve such General Plan Amendment as part of Cycle 1 for General Plan Amendments 2026 and adopt the MND prepared for GPA2024-0003.

Adopted this 8th day of December, 2025.

Sarah Longwell, Chair
Planning and Housing Commission
City of Corona, California

ATTEST:

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

I, Belinda Capilla, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted in an adjourned regular session of said Planning and Housing Commission duly called and held on the 8th day of December, 2025, and was duly passed and adopted by the following vote, to wit:

AYES: Longwell, Alexander, & Siqueland

NOES: Woody

ABSENT: Vernon

ABSTAINED: None

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

LOCATIONAL & ZONING MAP

LEGEND

Project Site

ZONING LEGEND:

D - Downtown
SF – Single Family
GB- Gateway Business

GPA2024-0003
NWC W. 6th & S. Main Streets

N
W
E

EXHIBIT 2

Project Conditions
City of Corona

Project Number: GPA2024-0003

Description: **Change LDR to MUD and GB to MUD**

Applied: **8/19/2024**

Approved:

Site Address: **323 323 S BELLE AVE CORONA, CA 92882**

Closed:

Expired:

Status: **RECEIVED**

Applicant: **NADEL STUDIO ONE, INC.**
1990 S. Bundy Drive, Ste. 400 Los Angeles CA, 90025

Parent Project:

Details:

LIST OF CONDITIONS	
DEPARTMENT	**CONTACT**
PLANNING	

1. 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.
2. 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.

EXHIBIT 3

GENERAL PLAN AMENDMENT EXISTING & PROPOSED LAND USE DESIGNATIONS

EXISTING

PROPOSED

MUD - MIXED USE DOWNTOWN
LDR - LOW DENSITY RESIDENTIAL
GC - GENERAL COMMERCIAL
SUBJECT SITE
PROJECT BOUNDARY

EXHIBIT 4

NADEL
ARCHITECTURE + PLANNING

1990 S. Bundy Drive
Suite 400
Los Angeles, CA 90025
T. 310.826.2100
F. 310.826.0182
www.nadelarc.com

City of Corona
Planning & Development Dept.
400 S. Vicentia Ave.
Corona, CA 92882

November 12, 2024

Re: GPA2024-0003 - Responses
Nadel Project #19010

To whom it may concern:

As the applicant and on behalf of the Owners of this project, we are hereby requesting a change in the General Plan as referenced above. Pursuant to our initial Development Plan Review we received comments from the City requiring, as a condition of this approvals process, that we process a general plan amendment for the properties at 323 S. Belle Avenue and 332 Washburn Avenue. The amendment is required as these parcels are being merged into one project – See PM2024-0001. As this property is developed into a single market anchored retail the general plan amendment needs to reflect the requested use designation. We request the following;

323 S. Belle

- Change current GP land use designation from LDR (low density residential) to MUD (Mixed use District).

332 Washburn

- Change current GP land use designation from GB (Gateway Business) to MUD (Mixed use District).

Very truly yours,

NADEL STUDIO ONE, INC

David Anderson, AIA, NCARB
Principal, LA Retail

cc: Greg Lyon
Anthony Sanchez
Tina Tayag
Accounting

EXHIBIT 5

CITY OF CORONA
MITIGATED NEGATIVE DECLARATION

NAME AND DESCRIPTION OF PROJECT:

GPA2024-0003: General Plan Amendment to change the General Plan land use designation of two parcels located at 323 S. Belle Avenue and 322 S. Washburn Avenue from Low Density Residential (LDR) and General Commercial (GC), respectively, to Mixed Use Downtown (MUD), and establish the MUD land use designation on approximately 0.87 acres of public right-of-way (Fourth and Fifth Streets).

SPA2024-0003: Specific Plan Amendment to the Downtown Revitalization Specific Plan to change the zoning of two parcels located at 323 S. Belle Avenue and 322 S. Washburn Avenue from Single Family (SF) and Gateway Business (GB), respectively, to Downtown (D), and to establish the Downtown zoning on approximately 0.87 acres of public right-of-way (Fourth and Fifth Streets).

PM 38981: Parcel Map to create one lot totaling 4.88 net acres for commercial purposes located at the northwest corner of S. Main Street and W. Sixth Street, within the proposed Downtown (D) zone.

PP2024-0001: Precise Plan to review the site plan, architecture, landscaping, and other features for a proposed 40,000 square foot Northgate Gonzalez market and remodel of an existing 6,930 square foot commercial building on 4.88 net acres located at the northwest corner of S. Main Street and W. Sixth Street, within the proposed Downtown (D) zone.

PROJECT LOCATION: The project site is approximately 5.68 gross acres (4.88 net acres) and is located at the northwest corner area of S. Main Street and W. Sixth Street. (Assessor's Parcel Numbers: 117-103-026 and -027, 117-142-006, -007, -008, -009, 117-142-015, -016, -017, -018, -019, -020, and 117-044-017).

ENTITY OR PERSON UNDERTAKING PROJECT:

Northgate Gonzalez Market - Marco Arzola
1201 N. Magnolia Ave.
Anaheim, CA 92801

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

The Initial Study and other materials that constitute the records of proceedings are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date: _____

_____
Mayor
City of Corona

Date filed with County Clerk: _____

EXHIBIT 6

CITY OF CORONA
INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE: Northgate Market Development Project

- General Plan Amendment (GPA2024-0003)
- Specific Plan Amendment (SPA2024-0003)
- Parcel Map 38981 (PM 38981)
- Precise Plan (PP2024-0001)

PROJECT LOCATION: The project site is located at the northwest corner area of W. Sixth Street and S. Main Street and is comprised of 13 parcels and portions of W. Fifth Street and W. Fourth Street . The Project's location is depicted on Figure 1, *Regional Location Map*, and Figure 2, *Local Vicinity Map*.

PROJECT PROPONENT:

Northgate Markets - Marco Arzola
1201 N. Magnolia Ave.
Anaheim, CA 92801

PROJECT DESCRIPTION:

Project Overview

The proposed Project includes the development of a 40,000 square foot Northgate Gonzalez grocery market and remodel of an existing 6,930 square foot bank building into a bank and restaurant use on a combined acreage of 4.88 net acres consisting of 13 combined parcels. The development would include landscaping, parking and public right-of-way improvements such as sidewalks, curb and gutter, and utility and stormwater improvements.

Development of the proposed Project requires multiple entitlements which include a General Plan Amendment (GPA), Specific Plan Amendment (SPA), Parcel Map (PM) and Precise Plan (PP). The following describes the reason for each entitlement:

- **GPA2024-0003:** GPA2024-0003 is a proposal to amend the General Plan Land Use Map to change the existing land use designation of two parcels located at 323 S. Belle Avenue and 332 S. Washburn Avenue from Low Density Residential (LDR) and General Commercial (GC) to Mixed Use Downtown (MUD). The GPA will also establish the MUD designation on a section of Fifth Street and Fourth Street, totaling approximately 0.87 acres (36,697 square feet), that currently bisect the project site. The MUD designation proposed for the two parcels and for the aforementioned sections of Fifth and Fourth Streets would establish General Plan consistency with 11 other parcels that are already designated MUD within the project site

- **SPA2024-0003:** SPA2024-0003 is a proposal to amend the Downtown Revitalization Specific Plan to change the zoning designation of two parcels located at 323 S. Belle Avenue and 332 S. Washburn Avenue from Single Family (SF) and Gateway Business (GB) to Downtown (D). The SPA will also establish the Downtown (D) zone on a section of Fifth Street and Fourth Street, totaling 0.87 acres, that currently bisect the project site. The Downtown (D) zoning proposed for the two parcels and for the aforementioned sections of Fifth and Fourth Streets would establish zoning consistency with 11 other parcels that are already zoned Downtown within the project site.

- **PM 38981:** PM 38981 is a parcel map application to merge 13 existing parcels plus approximately 0.87 acres of existing public right-of-way within Fifth and Fourth Streets into one parcel totaling 4.88 net acres in order to accommodate the proposed commercial project. The existing public rights-of-way within Fifth and Fourth Streets will be abandoned as part of the parcel map process.

- **PP2024-0001:** PP2024-0001 is a precise plan application to review the site plan, architecture, and other features of the Project.

The Project site is comprised of 13 contiguous parcels and approximately 0.87 acres of public rights-of-way totaling 5.68 gross acres. The commercial project will be developed on 4.88 net acres, after the dedication of streets for public rights-of-way purposes. The Project is anticipated to be developed in a single phase with an anticipated opening year of 2028. Refer to Table 1 below.

Table 1: Existing and Proposed Zoning and General Plan of Project Site

APN	Address	Existing General Plan Land Use	Proposed General Plan Land Use	Existing Zoning	Proposed Zoning
117-103-026	323 S. Belle	LDR	MUD	SF	D
117-103-027	332 S. Washburn	GC	MUD	GB	D
117-142-006	413 S. Belle	MUD	MUD	D	D
117-142-007	417 S. Belle	MUD	MUD	D	D
117-142-008	421 S. Belle	MUD	MUD	D	D
117-142-009	215 W. Fifth	MUD	MUD	D	D
117-142-015	401 S. Belle	MUD	MUD	D	D
117-142-016	N/A	MUD	MUD	D	D
117-142-017	410 S. Main	MUD	MUD	D	D
117-142-018	407 S. Belle	MUD	MUD	D	D
117-142-019	411 S. Belle	MUD	MUD	D	D
117-142-020	450 S. Main	MUD	MUD	D	D
117-144-017	225 W. Sixth	MUD	MUD	D	D

Project Features

Development Summary

Two of the 13 parcels within the Project area contain existing commercial buildings which will be demolished. The two structures include an existing strip retail building and a drive-in bank related to the existing Citizens bank business. The two former single family dwelling units, located at 323 S. Belle Avenue and 332 S. Washburn Avenue, were demolished within the last two years.

The redevelopment of the project site will include the construction and operation of a 40,000 square foot grocery market with a 650 square foot outdoor patio area. Additionally, the vacant Citizens Bank building will be remodeled into a 3,297 square foot sit-down restaurant and a 3,633 square foot bank. The site plan situates the grocery market on the northern portion of the site, while the bank/restaurant building is positioned at the southwestern corner. A shared parking lot will be centrally located to serve both facilities.

Parking

The Project includes 261 parking spaces, of which 236 are on-site and the remaining 25 are on-street parking spaces located adjacent to the Project site, as permitted by the Downtown Revitalization Specific Plan.

Access and Circulation

The Project proposes a total of five vehicular access points from the surrounding roadways. The main entrance into the Project site is located at the site's eastern perimeter and will allow for vehicles to access the site from S. Main Street. The entrance is proposed directly across from the existing entrance to the Corona Mall commercial center located on the east side of S. Main Street. This entrance will form a four-way intersection at S. Main Street and will be signalized to allow for full access. A secondary access point is located at the site's southern perimeter and will allow vehicles to enter the site from W. Sixth Street. This entrance will be restricted to right-in and right-out turn movements and will be unsignalized. Two additional secondary access points are located at the site's western perimeter and will allow for vehicles to enter the site from S. Belle Avenue. The fifth access point is located at the northeastern portion of the site on S. Belle Avenue that will primarily be used for truck access to the market's rear loading area. The access points on S. Belle Avenue will allow for full access and will be unsignalized.

Additionally, the southbound lanes on Main Street adjacent to the Project Site will be restriped to include the following:

- Two (2) 12-foot wide through-lanes;
- One (1) left-turn pocket to allow for vehicles to turn left into the North Corona Mall entrance; and
- One (1) right-turn pocket to allow for vehicles to turn right into the Project Site.

Delivery trucks will access the Project site from the SR-91 Freeway off ramp at Main Street and head south, turning westbound onto W. Sixth Street and northbound onto S. Belle Avenue and into the Project site. After unloading, the trucks will head back out to S. Belle Avenue, proceed south turning left on W. Sixth Street and left on S. Main Street heading north, back onto the SR-91 freeway west/east bound on-ramps.

Architecture

The proposed height of the market and bank/restaurant building is 40 feet and 33 feet and 5 inches respectively, as measured from finish grade to the tower elements of both buildings. Project elevations include a variety of architectural elements such as articulated massing and finish material palettes and have design characteristics consistent with Spanish Mediterranean architecture.

The Project plan is shown in Figure 8, *Architectural Site Plan,* and conceptual colored elevations of the Project are shown in Figure 9, *Elevations*.

Fences and Walls

The Project would include construction of a six-foot-high split face block wall along the northern property line, a 12-foot-high screen wall at the truck loading area, a 3-foot high retaining wall with guard rail along the south side of the restaurant area, 3-foot high retaining walls along the west side of the bank/restaurant area, and 3-foot high decorative metal railing around the market's outdoor dining patio area located on the east side of the market. The Project proposes fencing and gates equipped with a Knox box located behind a portion of the market on the north side to restrict access within the partially vacated portion of W. Fourth Street from Washburn Avenue to the west side of the alley.

Lighting

Outdoor lighting would consist of parking lot lighting throughout the market and bank/restaurant parking areas as well as decorative wall-mounted lighting on the buildings. All outdoor lighting would be directed downward and shielded to minimize off-site spillover. The location of all exterior lighting would comply with lighting and glare standards established in the City of Corona Municipal Code (CMC) §17.84.070.

Landscaping

The Project would install approximately 27,642 square feet of new drought-tolerant low water use ornamental landscaping throughout the site (see Figure 10, *Landscaping Plan*). Landscaping would include a variety of trees, such as: *Jacarandas, Palo Verdes, Fern Pines, Southern Live Oaks, Ornamental Orange and Lemon, Date Palms and others.*

Infrastructure Improvements

The proposed development would construct on-site infrastructure improvements that would connect to the existing utility infrastructure in S. Main Street and in S. Belle Avenue as described below.

Gas and Electric

The Project would install underground electric lines that would connect to existing infrastructure in Main Street. Electricity for the Project would be provided by Southern California Edison (SCE).

Water and Sewer

The 40,000 square foot market building is being proposed over an existing 8-inch waterline in W. Fourth Street and part of the 2-inch waterline through the alleyway that continues north. As such, the Project proposes removing and replacing the 8-inch diameter waterline further north, where it will not be under the

proposed building. Domestic water will be supplied to the project through two points of connection (POC) to the existing 8-inch diameter waterline in S. Belle Avenue for the existing building to be remodeled, with one connection serving the restaurant, and the serving the bank. Domestic water for the proposed market building will be through a POC to the existing 8 -inch diameter waterline in S. Belle Avenue near the existing 8 -inch diameter waterline that is to be relocated.

The existing building being remodeled proposes to connect to the existing 6-inch diameter sewer line through a proposed 6-inch private sewer lateral that exits on the east side of the building and continues north parallel to the existing sewer until tying into the existing sewer in W. Fifth Street. From there, the existing sewer that continues north will be removed/abandoned and instead a proposed 6 -inch diameter public sewer line will be directed northeast and tie into the existing 10-inch diameter sewer in S. Main Street. For the proposed market building, a 6 -inch diameter private sewer lateral is proposed at the northeast corner which will tie into the existing 6 -inch diameter sewer at the norther project boundary. Connection details, alignments, and sizes of
proposed sewer facilities will be validated during the plan check review process.

Stormwater Drainage

There is an existing 30-inch storm drain line within Main Street along the project frontage, which, based on the City of Corona Drainage Master Plan, the Main Street storm drain line capacity is deficient along the project frontage. Due to this deficiency, the Project will not discharge generated Project storm runoff into this line. Under the developed condition, runoff generated by the Project will be captured via catch basins and conveyed through an underground storm drain system. Collected flows from the area south of the proposed market building will be conveyed via underground storm drain to proposed MWS (Modular Wetlands System) treatment units to address water quality requirements before reaching an underground chamber system within the market parking area for increased runoff mitigation. A pump will convey flows from the underground chambers to a v-ditch along the western project boundary. The v-ditch will allow surface flows to exit the site via an under sidewalk drain to a 24-inch storm drain in S. Belle Avenue. Flows will drain north along S. Belle Avenue following the existing condition drainage pattern.

Construction

Construction was estimated for a two-year construction schedule, which includes demolition, site preparation, grading, building construction, paving, and architectural coating. Construction equipment and staging are to occur on-site, and construction vehicle access is planned along S. Main Street. Table 2 lists the anticipated construction schedule.

Table 2: Anticipated Construction Schedule

Construction Phase	Working Days
Demolition	20
Site Preparation	5
Grading	8
Building Construction	230
Paving	231
Architectural Coatings	231
Total	**725**

Source: Table 5.1 (Construction Schedule), Air Quality & Greenhouse Gas Emissions Assessment, March 2024

Construction activities would be limited to the hours between 7:00 a.m. and 8:00 p.m. on weekdays (Monday through Saturday) and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and federal holidays, which would be consistent with the City's regulations (CMC §17.84.040). Figure 11 shows the Conceptual Grading Plan and Figure 12 shows the Utilities Plan for the Project.

Operation

The proposed Project would operate as a new 40,000 square foot Northgate Gonzelez market with a re-design of an existing Citizen's Bank to a 3,297 square foot sit-down restaurant and 3,633 square foot bank.

Typical operational characteristics would include customers shopping at the market and visiting both the bank and restaurant. The market will be open seven days a week from 7:00 a.m. to 10:00 p.m. and will employ approximately 180 to 200 employees.

Grocery store deliveries will be from 7:00 a.m. to 7:00 p.m. Monday through Saturday and from 10 a.m. to 6 p.m. on Sundays (per city curfew). There will be a variety of deliveries to the market daily as follows:

- One (1) delivery of produce, meat and deli per day, seven days a week;
- One (1) delivery of groceries per day, five (5) days a week, occurring in the afternoon;
- Two (2) deliveries of beer/soda loads per day from Monday through Saturday;
- 2 to 4 deliveries of bread, chips and tortillas per day.

In total, there are an average of 4 to 5 large truck and trailer deliveries and an average of 2 daily bobtail truck deliveries per day.

It is anticipated that the future restaurant tenant and bank will have a small number of employees, and the restaurant would typically have a daily delivery of supplies from a smaller bobtail truck.

ENVIRONMENTAL SETTING:

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "…the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced…" (CEQA Guidelines §15125[a]). Because a Notice of Preparation was not required, the environmental setting for the Project is October 20, 2025, which is the date that the Project's environmental analysis commenced.

Site Surroundings

The project site is located in an urbanized, developed area within the City. The area is part of the City's downtown. The existing on-site and adjacent land uses, General Plan land use designations, and zoning classifications are summarized in Table 3.

Table 3: Land Uses, General Plan Land Use Designations, and Zoning Classifications

Location	Current Land Use	Current General Plan Land Use/ Zoning Designations
Project Site	The site is currently partially vacant and also occupied with a strip retail building (to be demolished), vacant bank, and two (2) vacant parcels on the north side of W. Fourth Street.	Mixed Use Downtown (MUD), Low Density Residential (LDR) and General Commercial (GC) / D (Downtown), SF (Single Family) and GB (Gateway Business)
North	Residential to the north and General Commercial to the northeast	Low Density Residential (LDR) and General Commercial (GC) / SF (Single Family) and GB (Gateway Business)
South	Corona Public Library / Commercial Development	Mixed Use Downtown (MUD) / D (Downtown)
East	North Corona Mall / Commercial Development	Mixed Use Downtown (MUD) / D (Downtown)
West	Commercial Development / Residential	Mixed Use Downtown (MUD), Low Density Residential (LDR) / D (Downtown), SF (Single Family)

Source: Field inspection, City of Corona General Plan Land Use, Downtown Revitalization Specific Plan & Zoning District Maps.

Site Description

The existing conditions of the Project site and surrounding areas are depicted in Figure 3, *Aerial View*. The Project site formerly contained various commercial and residential land uses. Currently, there is a vacant Citizens bank building with drive-thru bank and a strip commercial building currently occupied by four tenants. The subject site is nearly rectangular in shape and gently slopes to the north with elevations ranging from 669 to 647 feet above mean sea level.

GENERAL PLAN \ ZONING:

The Project site includes 13 parcels and 0.87 acres of public rights-of-way (Fourth and Fifth Streets), totaling 5.68 gross acres. According to the Corona General Plan, 11 parcels are designated MUD, while the two northern parcels are LDR and GC. The proposed general plan amendment, GPA2024-0003, seeks to change these two northern parcels to MUD and apply the MUD designation to the 0.87 acres of public rights-of-way. If approved, this would ensure uniform General Plan consistency and allow the site to be developed for commercial use as proposed by Precise Plan PP2024-0001. Per Table LU-1 of the Corona General Plan, the MUD designation supports retail commercial or mixed-use developments with a maximum FAR of 3.0; the Project has an FAR limit of 0.22, thus consistent with the MUD designation.

The Downtown Revitalization Specific Plan designates 11 parcels as D, and the two northern parcels as SF and GB. The specific plan amendment, SPA2024-0003, proposes zoning changes for the two northern parcels to D and extends this zoning over 0.87 acres of public rights-of-way (Fourth and Fifth Streets). If approved, this would align the entire site's D zoning with its proposed MUD land use designation.

The D zoning allows for commercial, office, dining, cultural, entertainment uses, and promotes a pedestrian-friendly environment with efficient access and attractive streetscapes. The project, therefore, aligns with the D zoning. Thus, with the approval of the general plan and specific plan amendments, the Project would comply with the proposed General Plan land use designation and zoning of MUD and D, respectively.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Issuance of building permits and completion of structures to the current building code are required by the city prior to the establishment of the Project. Additionally, approvals from the following agencies are required:

- Santa Ana Regional Water Quality Control Board (National Pollutant Discharge Elimination System Permit and Report of Waste Discharge)
- South Coast Air Quality Management District (Authority to Construct)

NATIVE AMERICAN CONSULTATION

Pursuant to SB 18 and AB 52, the city sent out letters to 37 Native American tribal individuals that could have knowledge regarding tribal cultural resources in the Project area. As discussed in Section 17, Tribal Cultural Resources (TCR), the Rincon Band of Luiseno Indians was the only tribe that expressed interest in archaeological monitoring, with monitoring report and protocols for discovery of cultural material and human remains. The Rincon Tribe was also in agreement with the suggested mitigation measures related to Tribal Cultural Resources (TCR), which resulted in the addition of mitigation measures included in the TCR section.

STAFF RECOMMENDATION:

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

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

__ The proposed project could have a significant effect on the environment; however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

_X_ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

___ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

__ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- ☐ Land Use Planning
- ☐ Population and Housing
- ☐ Geologic Problems
- ☐ Hydrology and Water Quality
- ☒ Air Quality
- ☐ Transportation / Traffic
- ☒ Biological Resources
- ☐ Mineral Resources
- ☐ Hazards / Hazardous Materials
- ☐ Noise
- ☐ Public Services
- ☐ Utilities
- ☐ Aesthetics
- ☒ Cultural Resources
- ☐ Agricultural Resources
- ☒ Greenhouse Gases
- ☒ Tribal Cultural Resources
- ☒ Mandatory Findings of Significance
- ☐ Wildfire
- ☐ Energy

Date Prepared: October 20, 2025
Contact Person: Rocio Lopez

Prepared By: Rocio Lopez, Senior Planner
Phone: (951) 736-2293 / Email: rocio.lopez@coronaca.gov

AGENCY DISTRIBUTION

(check all that apply)

_____ Responsible Agencies
_____ Trustee Agencies (CDFG, SLC, CDPR, UC)
_X_ State Clearinghouse
(CDFG, USFWS, Redev. Projects)
(local 20-day circulation)
_X_ AQMD
_____ Pechanga
_____ Soboba
_____ WQCB
_X_ Other: Rincon tribal representatives

UTILITY DISTRIBUTION

_____ Southern California Edison

Southern California Edison
Adriana Mendoza-Ramos, Esq.
Region Manager, Local Public Affairs
1351 E. Francis St.
Ontario, CA 91761

Southern California Edison -Karen Cadavona
Third Party Environmental Review
2244 Walnut Grove Ave.
Quad 4C 472A
Rosemead, CA 91770

Figure 1: Regional Location

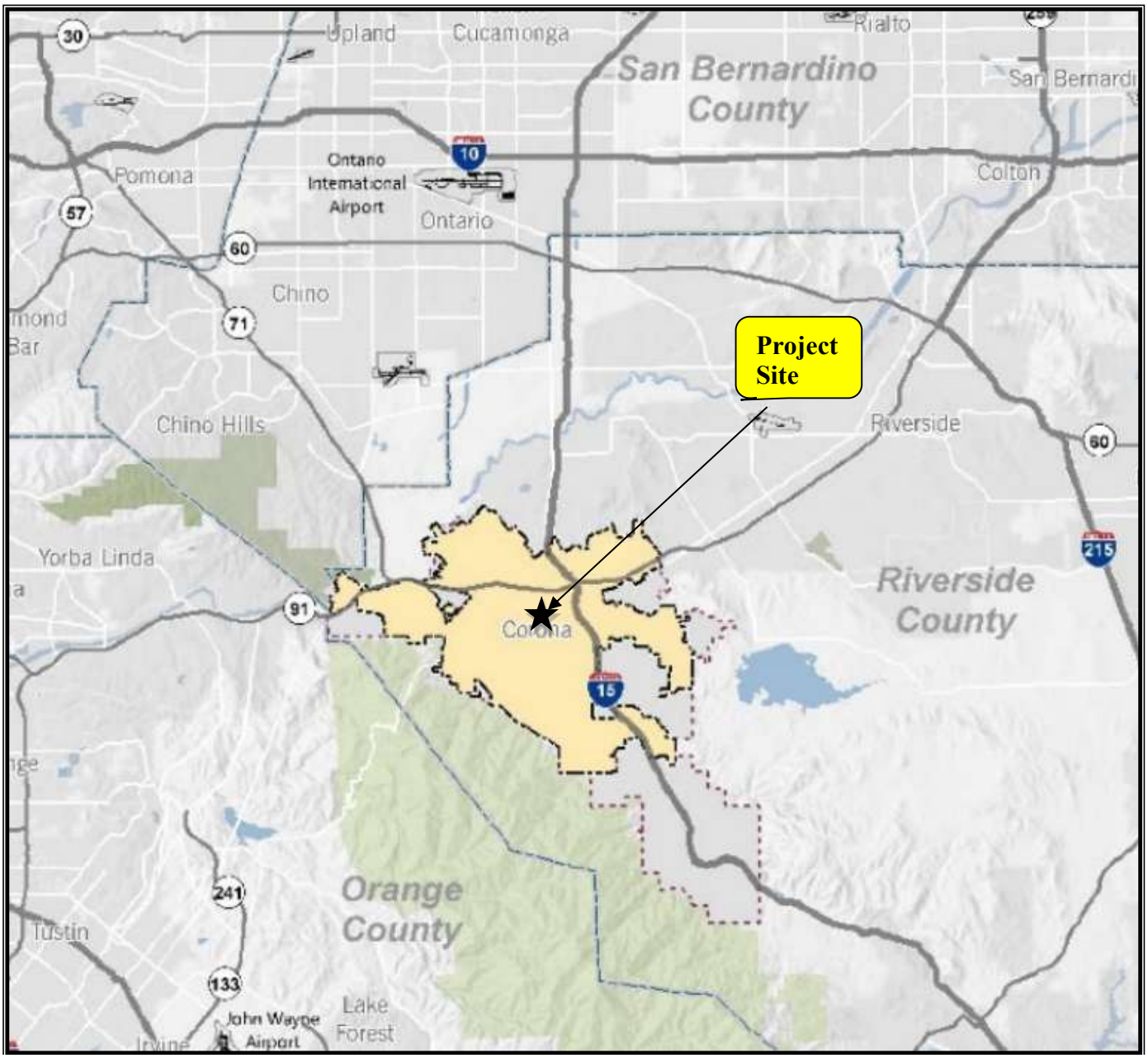


Figure 2: Local Vicinity

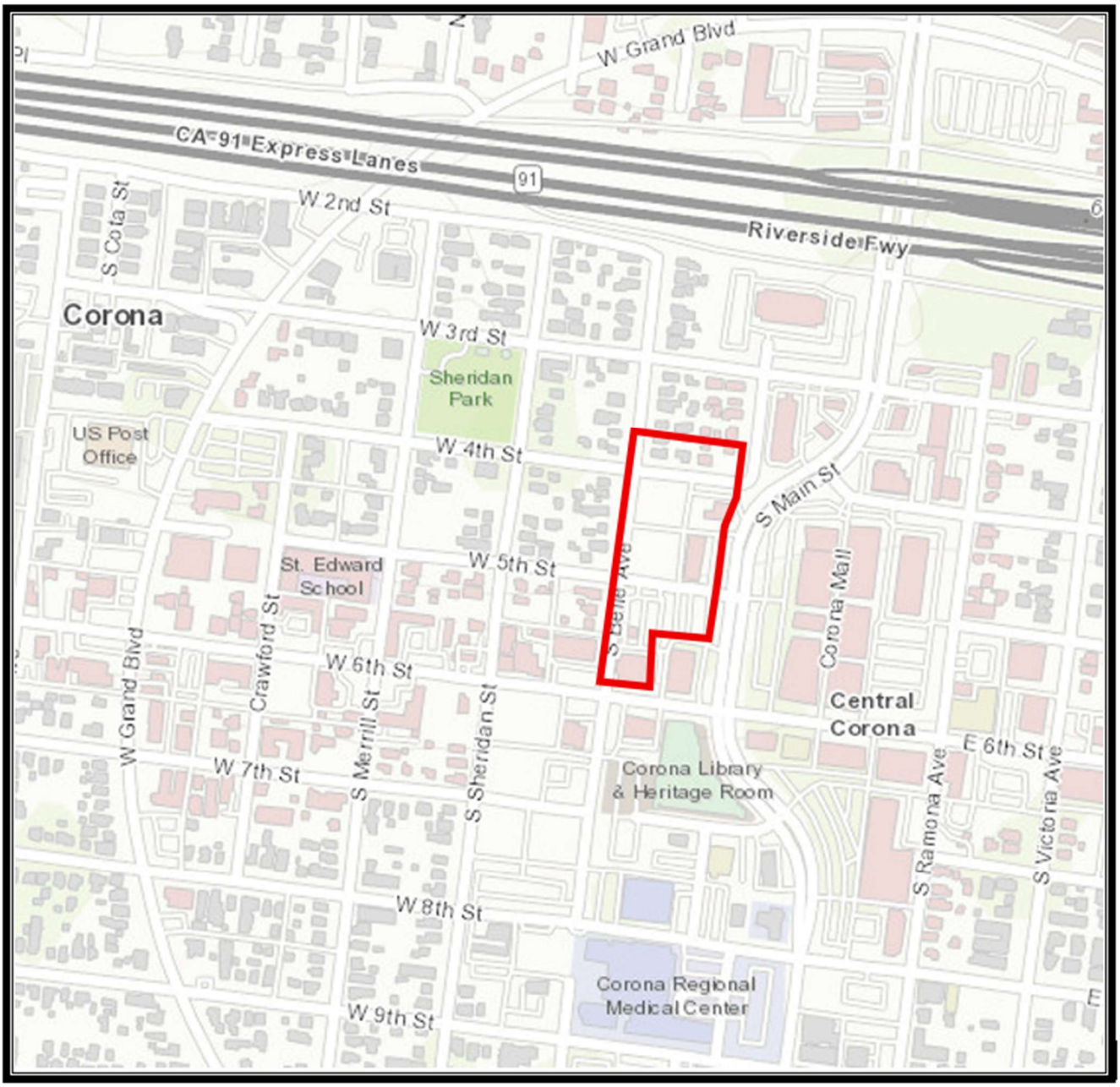
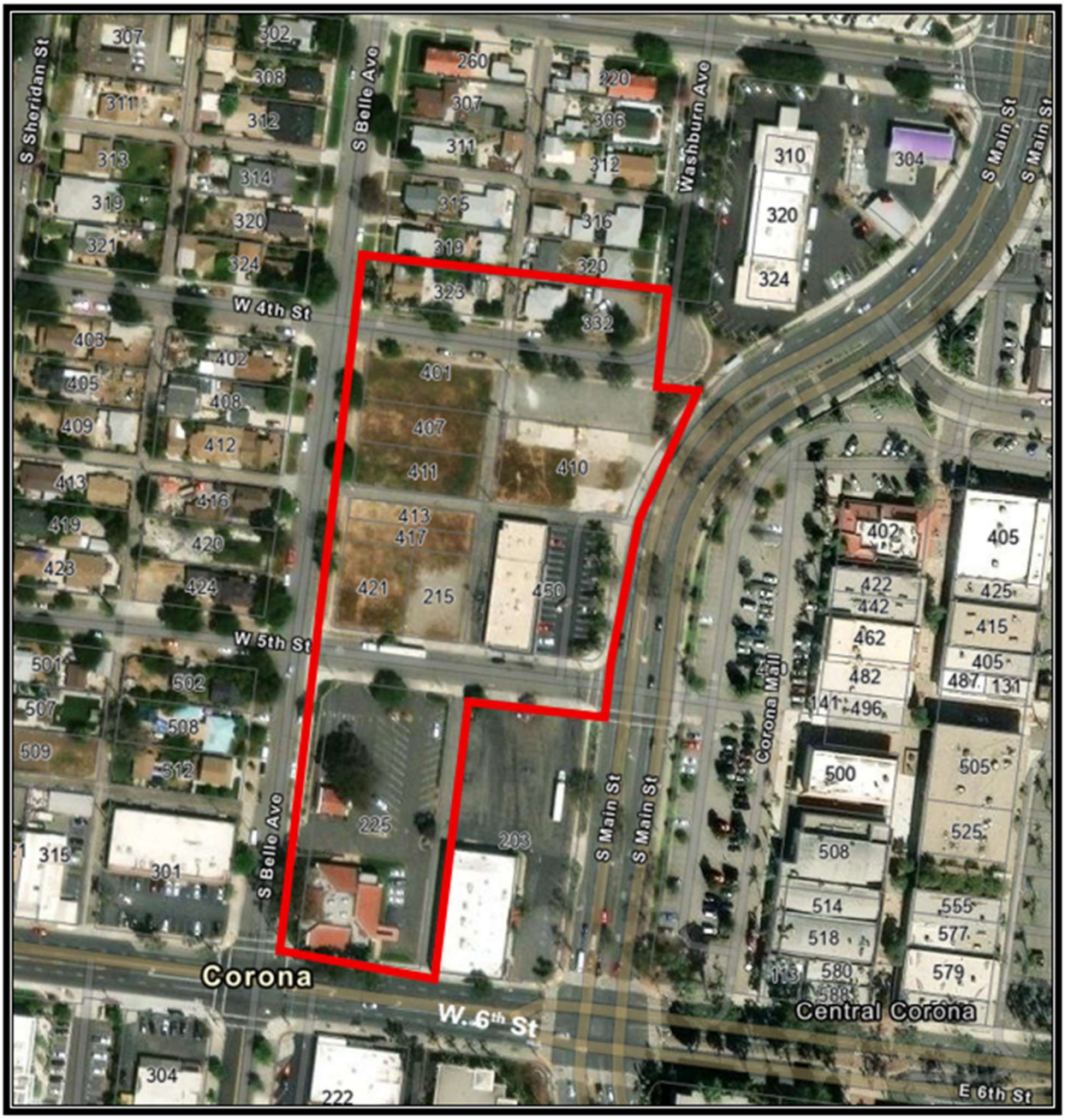


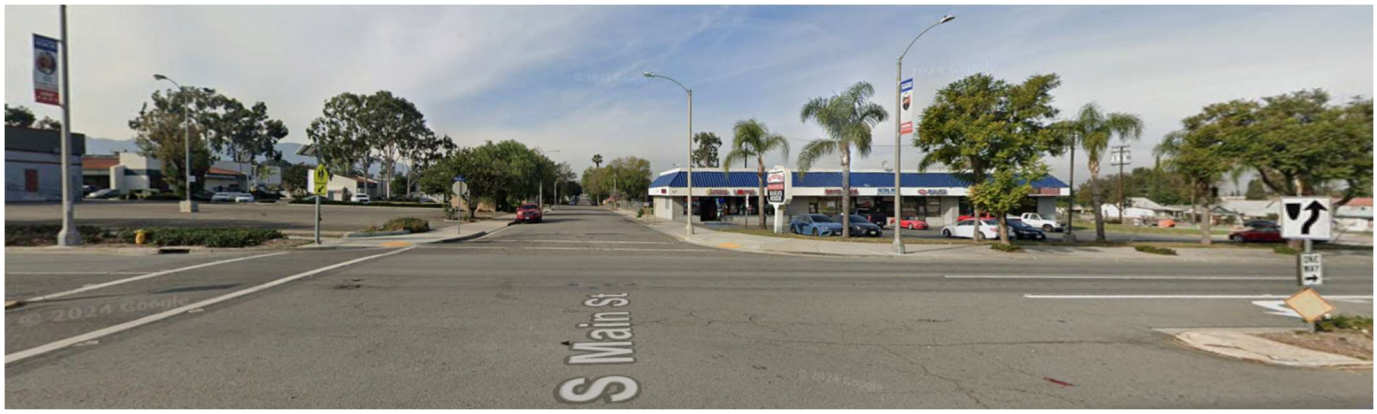
Figure 3: Aerial view



LEGEND

Project Site

Figure 4a. Existing Site Photos



View Looking West from S. Main St. and W. 5th St.

View Looking Southwest from S. Main St.

View Looking Northeast from W. 6th St. and S. Belle Ave.

View Looking North on S. Belle Ave.

Figure 4b: Existing Site Photos

View Looking Southeast from S. Belle Ave. & W. 5th St.

View Looking Northeast from S. Belle Ave. & W. 5th St.

View Looking Southeast from S. Belle Ave. & W. 4th St.

View Looking South from S. Washburn Ave.

Figure 5: Existing & Proposed General Plan Land Use Designations

Existing

Proposed

MUD - MIXED USE DOWNTOWN

LDR - LOW DENSITY RESIDENTIAL

GC - GENERAL COMMERCIAL

SUBJECT SITE FOR GPA

PROJECT BOUNDARY

Figure 6: Existing & Proposed Zoning

Existing

Proposed

D - DOWNTOWN

SF - SINGLE FAMILY

GB - GATEWAY BUSINESS

SUBJECT SITE FOR SPA

PROJECT BOUNDARY

Figure 7: Parcel Map 38981

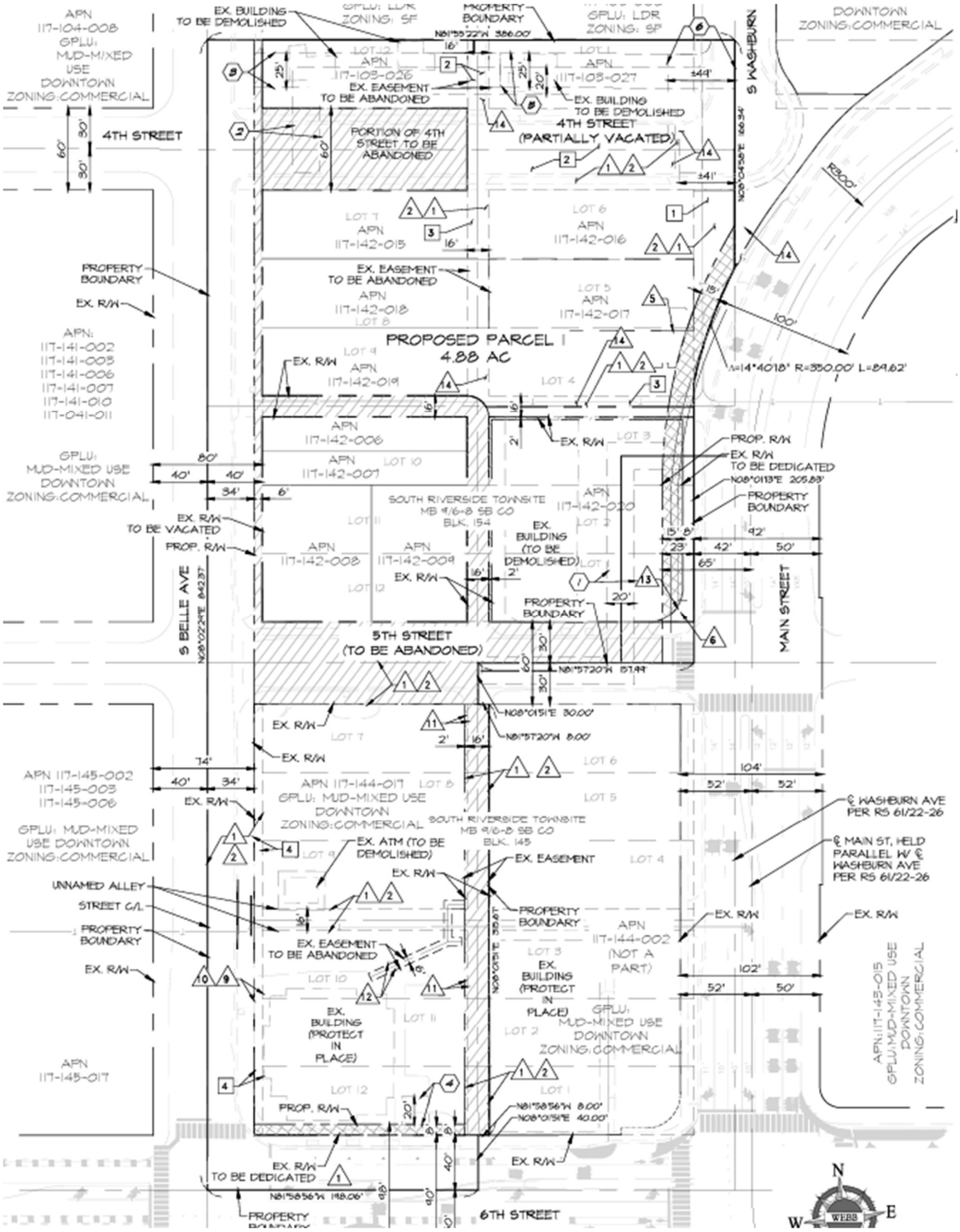


Figure 8: Architectural Site Plan

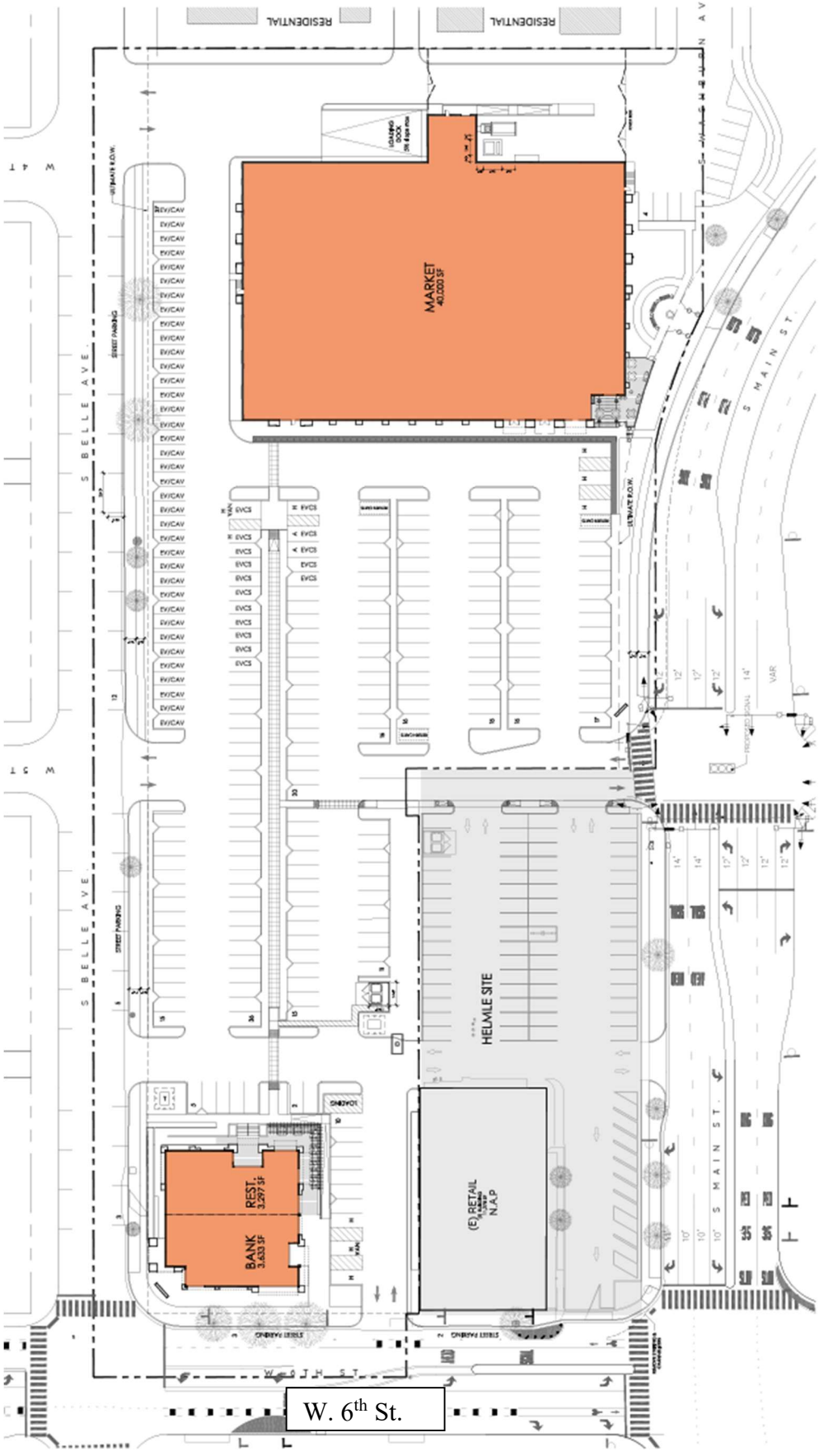


Figure 9: Elevations - Market

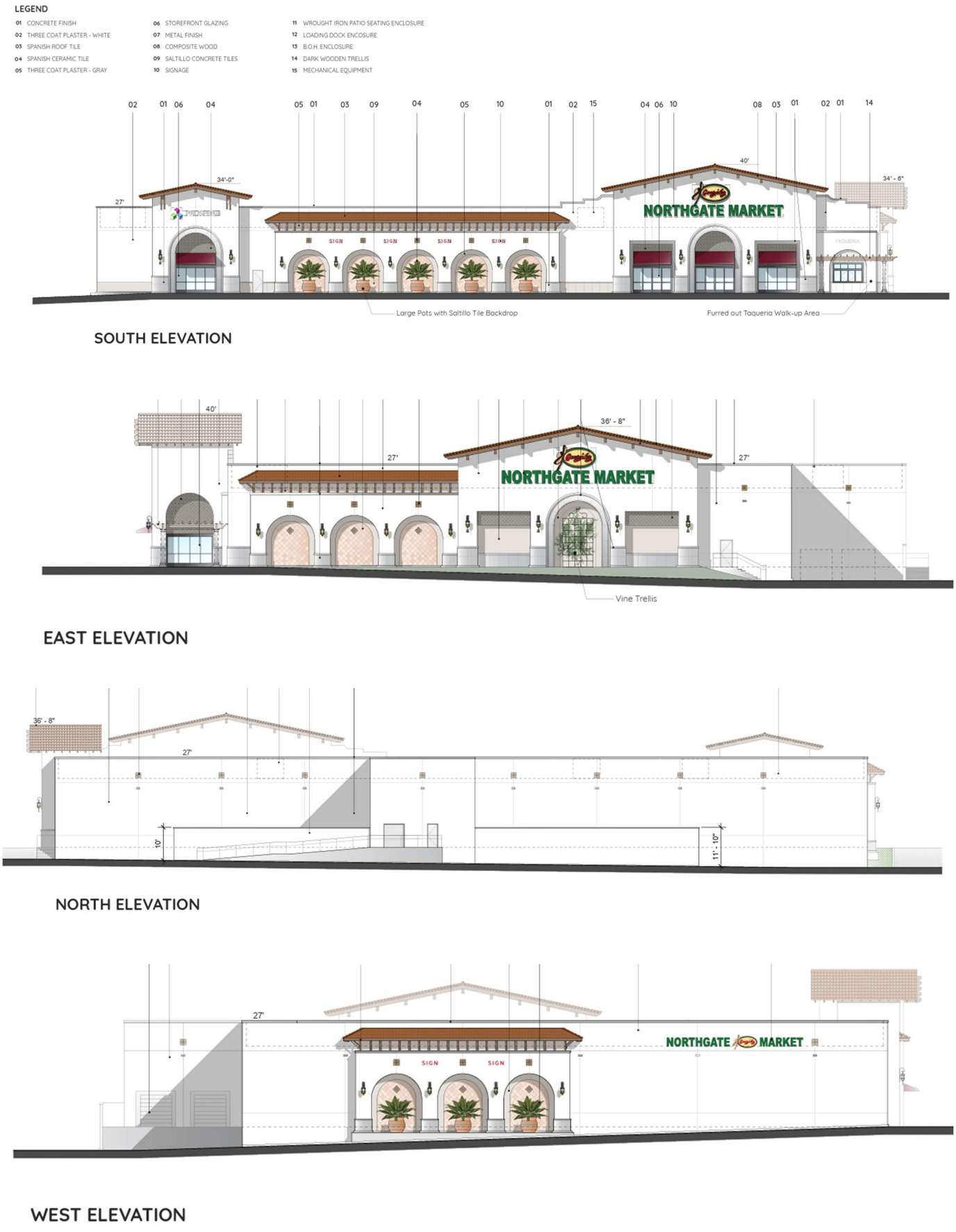


Figure 9a: Elevations – Bank/Restaurant Building

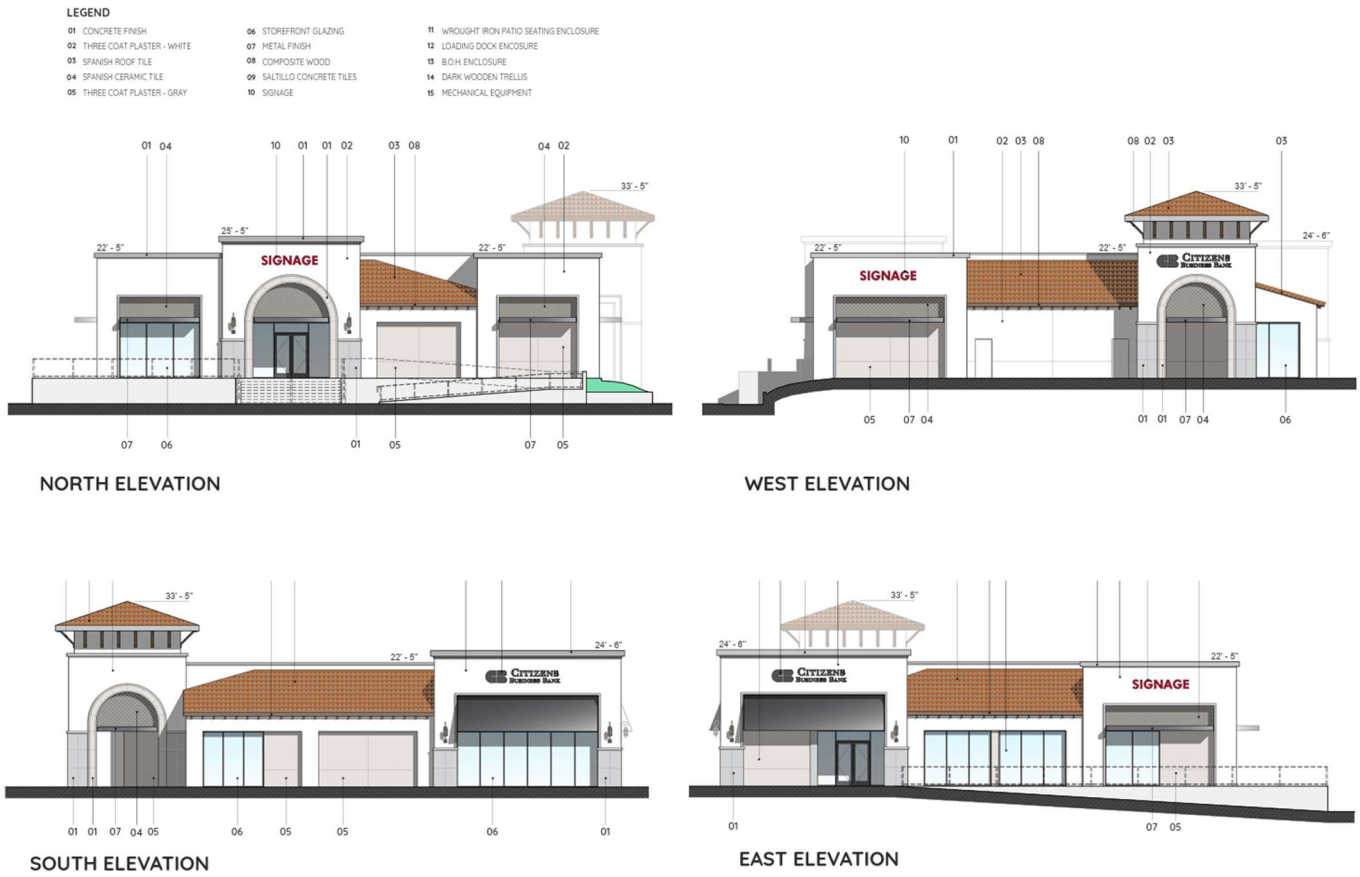


Figure 10: Landscape Plan

Figure 11: Conceptual Grading

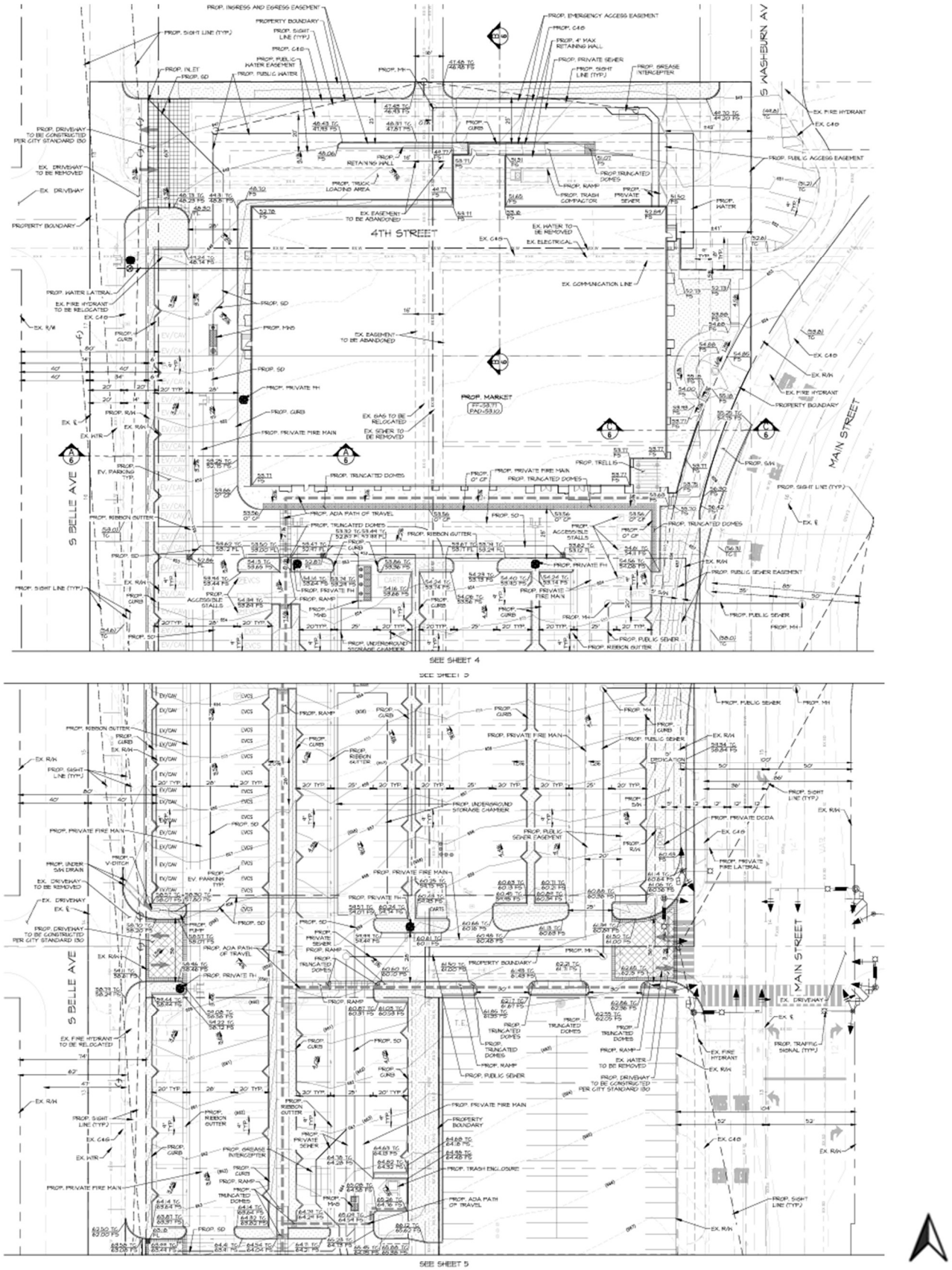


Figure 11a: Conceptual Grading

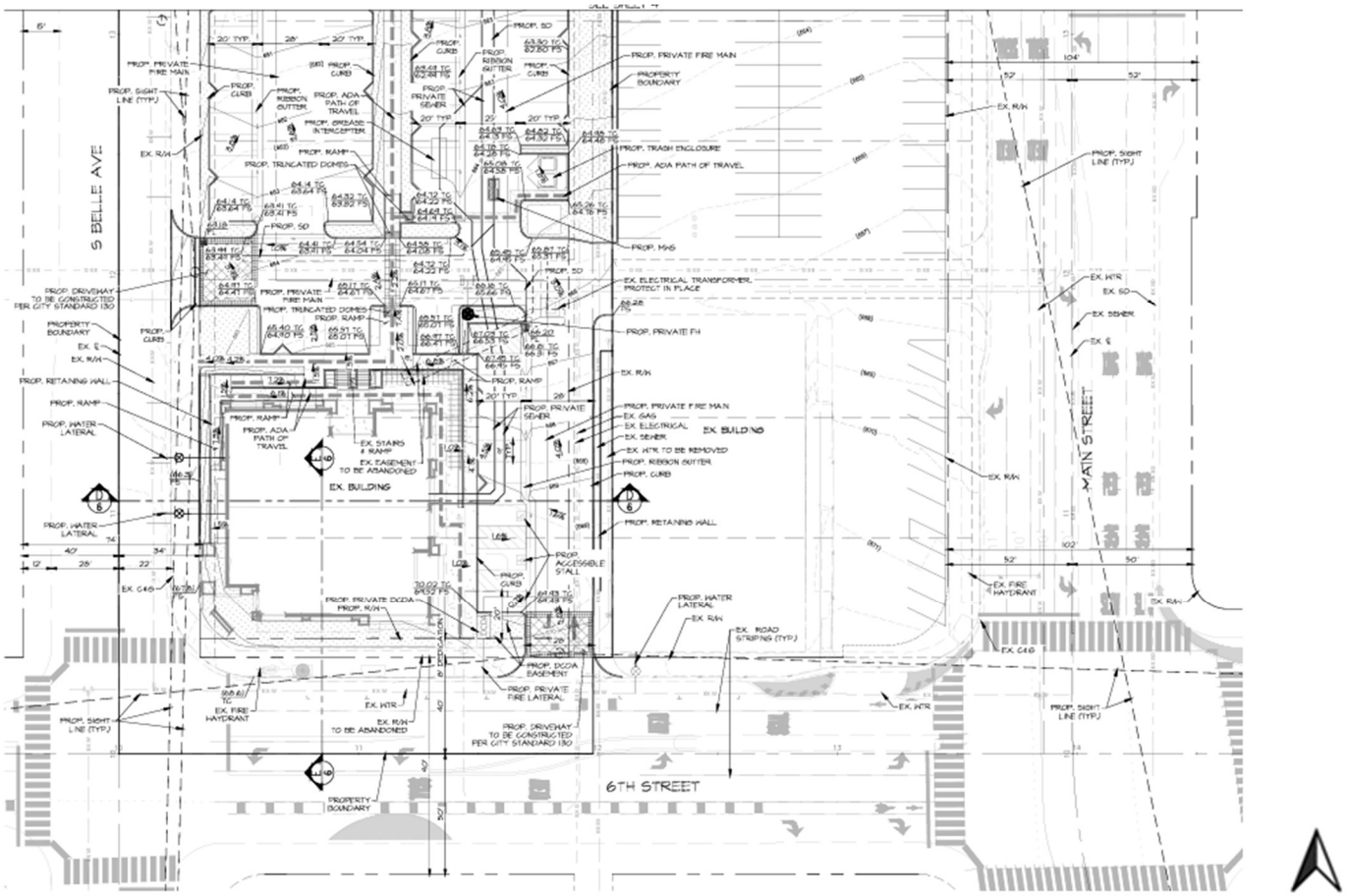
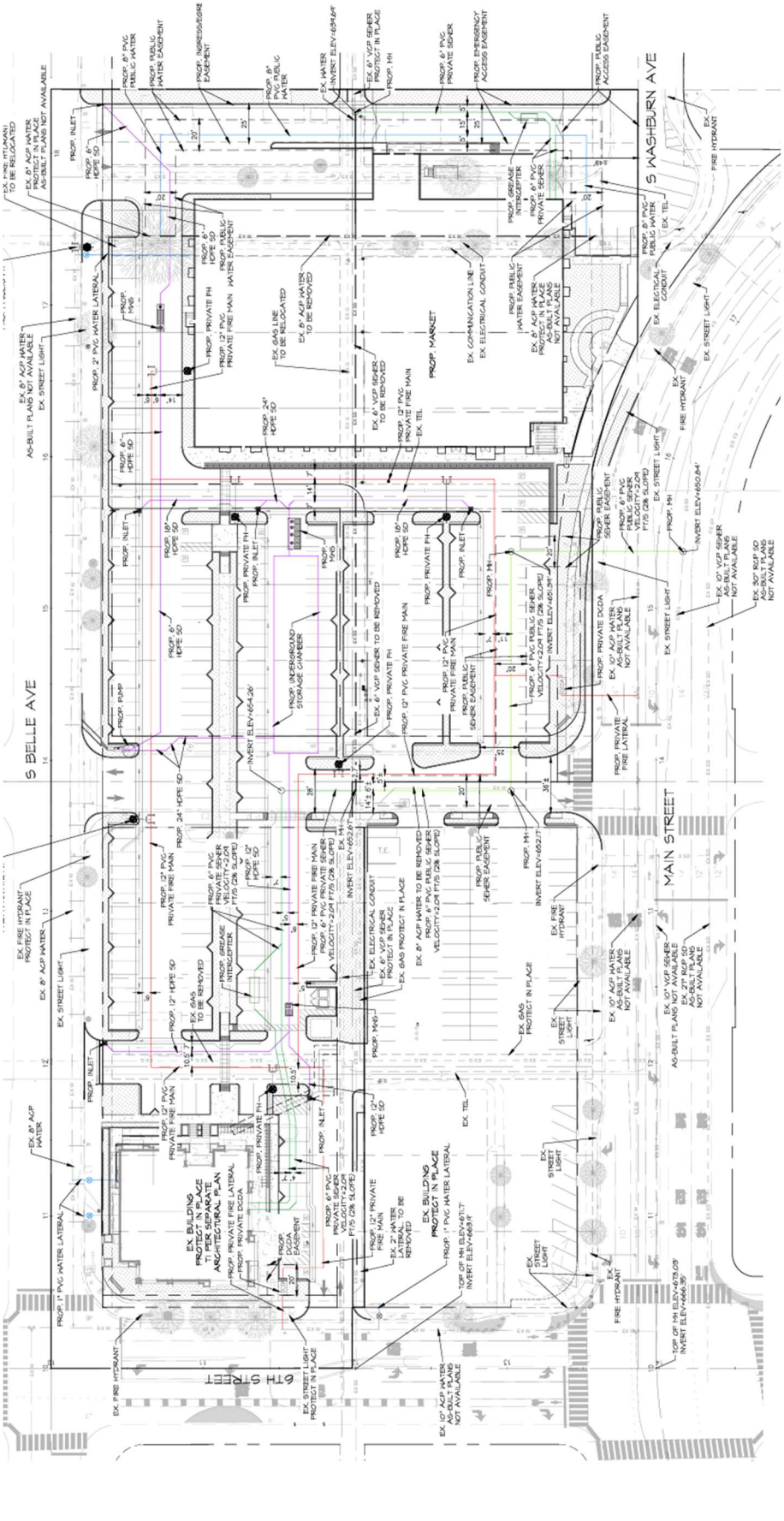


Figure 12: Utilities Plan



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

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

Discussion:

a. Conflict with any land use plan/policy, or agency regulation (general plan, specific plan, zoning)

Less Than Significant Impact. The Project site is generally located within the northwest corner area of W. Sixth Street and S. Main Street. The Project proposes to develop multiple vacant and underutilized parcels into a 40,000 square foot Northgate Gonzalez Market and remodel an existing 6,930 square foot vacant Citizens bank building into a bank and restaurant use on an overall 4.88-net acre site comprised of 13 parcels.

The Project site includes 13 parcels and 0.87 acres of public rights-of-way (Fourth and Fifth Streets), totaling 5.68 gross acres. According to the Corona General Plan, 11 parcels are designated MUD, while the two northern parcels are LDR and GC. The proposed general plan amendment, GPA2024-0003, seeks to change these two northern parcels to MUD and apply the MUD designation to the 0.87 acres of public rights-of-way. If approved, this would ensure uniform General Plan consistency and allow the site to be developed for commercial use as proposed by Precise Plan PP2024-0001.

Per Table LU-1 of the Corona General Plan, the MUD designation supports retail commercial or mixed-use developments with a maximum FAR of 3.0; the Project has an FAR limit of 0.22, thus consistent with the MUD designation.

The Downtown Revitalization Specific Plan designates 11 parcels as D, and the two northern parcels as SF and GB. The specific plan amendment, SPA2024-0003, proposes zoning changes for the two northern parcels to D and extends this zoning over 0.87 acres of public rights-of-way (Fourth and Fifth Streets). If approved, this would align the entire site's zoning with its proposed MUD designation.

The D zoning allows for commercial, office, dining, cultural, entertainment uses, and promotes a pedestrian-friendly environment with efficient access and attractive streetscapes. The project, therefore, aligns with the D zoning.

Thus, with the approval of the general plan and specific plan amendments, the project would comply with relevant land use plans, policies, and regulations, and no mitigation is required.

b. Conflict with surrounding land uses.

Less Than Significant Impact. The Project site is located in within an urbanized, dense, downtown district within the Downtown Revitalization Specific Plan. It is surrounded primarily by existing commercial uses along S. Main St. and W. Sixth St. in the heart of downtown Corona. To the southwest of the Project site is an existing strip commercial center and to the west is S. Belle Ave. with a mixture of multiple family and single family residential uses. To the north of the Project site are residential uses and to the northeast there are commercial uses. The Project site is centrally located to accommodate the proposed Project as it is within walking distance of the surrounding residential community and within a mile of the SR-91 freeway located to the north of the Project site. The proposed Project is consistent with the General Plan goals and policies for the downtown area, which include policies:

> *LU-17.3: Promote innovative redevelopment activities as feasible and supporting programs for business retention and proactive recruitment of new businesses to stimulate the revitalization of the Downtown; and*
>
> *LU-17.6: Promote and support the redevelopment of the Corona Mall and adjacent properties into a central attraction within the Downtown Core, with a mix of supporting land uses.*

The Project is consistent with previous commercial land uses formerly developed on the Project site. Furthermore, the Project site is within the appropriate General Plan land use designation of MUD and consistent with the uses permitted within the Downtown zoning of the Downtown Revitalization Specific Plan. Therefore, development of the Project, as designed and conditioned per companion application PP2024-0001, would not conflict with the surrounding land uses; therefore, mitigation is not warranted.

c. Physically divide established community.

Less Than Significant Impact. The Project site contains a vacant Citizens bank building and strip commercial center, with the remaining area largely vacant with only remnants of earlier development (concrete pads) still remaining. The Project site is located within an urban and developed area within the City of Corona and is located along two major streets, S. Main Street and W. Sixth Street, which are primarily surrounded by commercial land uses. While there are surrounding residential land uses to the west of S. Belle Avenue and to the north of the Project site, the Phase I Environmental Site Assessment (ESA) indicates that previous land uses on the Project site consisted of a machine shop, roofing and metalworking companies. More recently, there was a carpet shop and drapery and upholstery shop in addition to other general commercial land uses.

The proposed Project would introduce an anchor market with renovation of an existing bank into a bank and sit down restaurant use, which would be similar in nature to previous commercial uses and nearby commercial land uses. The project would utilize existing roadways, resulting in no change in roadway patterns. No separation of uses or disruption of access between land use types would occur as a result of the Project. The Project is designed to help mitigate any potential conflicts with adjacent residential uses by installing six-foot high screen walls along the entire northern property line and installing a 12-foot high screen wall within the truck loading area. For this reason, the Project would not physically divide an established community and would have a less than significant impact. Therefore, mitigation is not required.

2. POPULATION AND HOUSING:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	☐	☐	☒	☐
b. Displace substantial numbers of existing housing or people	☐	☐	☐	☒

Discussion:

a. Induce substantial growth

Less Than Significant Impact. The Project proposes the development of a new 40,000 square foot market and remodel of an existing bank building. It does not propose construction of any residential uses, nor does it include extension of existing infrastructure. The Project would create employment opportunities (both during the construction and operational phases) and it is anticipated that employees from the local workforce would be hired during both the construction and operational phases of the project. Furthermore, the City of Corona's 2020-2040 General Plan, accounts for an additional 13,423 employees within city limits as identified in Table LU-2, Corona Buildout Summary. Based on the Project's 4.88 acre area, only a small fraction (1.3%) of the overall additional city employees is anticipated. Furthermore, the buildout anticipated under the General Plan is a function of the acreage of available land and the amount of development allowed on a property. In this case the Project's proposed FAR of 0.22 is well below the maximum 3.0 FAR limit within the Downtown Revitalization Specific Plan.

Additionally, the proposed Project is located in an urbanized area of the city that is already served by existing roadways and infrastructure systems. No infrastructure would need to be extended to serve areas beyond the Project site, and indirect impacts related to growth would not occur from implementation of the proposed Project. The Project consists of development that would generate less than a 1.3 percent increase in the overall number of projected employees citywide and is well below the maximum allowable FAR. Therefore, potential impacts related to inducement of unplanned population growth, either directly or indirectly, would be less than significant. No mitigation is warranted.

b. Displace substantial numbers of existing housing or people

No Impact. The Project site is partially vacant, occupied with a strip retail building (to be demolished) and bank building that will be renovated into multitenant commercial use. Two former single family homes, located on the north side of W. Fourth Street within the boundary, were demolished within the last two years. In addition, one of the parcels (332 S. Washburn Ave.) has a Gateway Business (GB) zoning with a current land use designation of General Commercial (GC).

Therefore, the project would not displace housing or residents, and the project would not necessitate the construction of replacement housing elsewhere. Therefore, the Project would result in no impact related to displacement and replacement housing.

3. GEOLOGIC PROBLEMS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction	☐	☐	☒	☐
b. Grading of more than 100 cubic yards	☐	☐	☒	☐
c. Grading in areas over 10% slope	☐	☐	☒	☐
d. Substantial erosion or loss of topsoil	☐	☐	☒	☐
e. Unstable soil conditions from grading	☐	☐	☒	☐
f. Expansive soils	☐	☐	☒	☐

Discussion:

The following section is based on the Geotechnical Engineering Investigation Report prepared by SALEM Engineering Group on December 20, 2022, and revised on April 3, 2024 (Appendix A).

a. Fault/seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction

Less Than Significant Impact.

Fault/seismic failures (Alquist-Priolo zone)

The Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone, and does not lie within the current State of California Earthquake Fault Zone for surface fault rupture hazards. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. The closest known active fault to the site is the Chino Fault, located approximately 2.3 miles from the site. Other faults in the region include the Whittier-Elsinore fault zone located approximately 3.6 miles away, Puente Hills fault located 17.3 miles away, and the Cucamonga fault located approximately 19 miles away.

The historical seismicity of the site entails numerous small to medium magnitude earthquake events occurring in the region around the subject site. Any future developments at the subject site should anticipate that moderate to large seismic events could occur very near the site.

Structures built in the City of Corona are required to be built in compliance with the California Building Code (CBC), which regulates all building and construction projects within the city and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Compliance with the CBC would include the incorporation of 1) seismic safety features to minimize the potential

for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Moreover, consistent with the CBC, the Project is required to implemental recommendations from the Geotechnical Engineering Investigation Report, which includes recommendations related to earthwork and the design and construction of foundations, floor slabs, pavements, and infiltration systems. Because the proposed Project would be constructed in compliance with the CBC, the proposed Project would result in a less than significant impact related to strong seismic ground shaking. Therefore, no mitigation is warranted.

Landslides

Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

The project site is relatively flat. Furthermore, according to the City of Corona General Plan EIR Deep-seated Landslide Hazard Map, the Project area is not identified as a highly susceptible landslide hazard area. Additionally, the Geotechnical Engineering Investigation Report determined that hazards from slippage or landslide from proposed construction of the Project is unlikely (SALEM Engineering Group). Therefore, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides and impacts would be less than significant. As such, no mitigation is warranted.

Liquefaction

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. However, liquefaction has occurred in soils other than clean sand.

The soils encountered within the depth of 21½ feet on the project site consisted predominately of loose to very dense silty sand with various amounts of gravel, gravelly silty sand and sandy gravel; and firm to hard sandy silt with various amounts of gravel. The historically highest groundwater is estimated to be at a depth greater than 50 feet below ground surface according to the regional groundwater data. In according with the Riverside County Office of Information Technology GIS, the site is located within a low liquefaction potential zone. Based on the depth to groundwater, the liquefaction potential of the site is considered to be low and mitigation measures are not warranted (SALEM Engineering Group).

With compliance with existing regulations and the Project location, impacts related to seismically related ground failure and liquefaction would be less than significant. Therefore, no mitigation is warranted.

b. Grading of more than 100 cubic yards

Less Than Significant Impact. Construction of the proposed Project would consist of a cut volume of 6,900 cubic yards (CY) and a fill volume of 1,600 CY, thus resulting in a net export volume of 5,300 CY. As such, the Project would result in grading of more than 100 CY. However, the Project would be required to be built in compliance with the California Building Code (CBC), which regulates all building and construction projects within the city and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Further, impacts associated with grading have been analyzed throughout this Mitigated Negative Declaration (MND) in Section 5, Air Quality, and Section 16, Greenhouse Gases, both of which were determined to have less than significant impacts. As such, impacts related to grading would be less than significant therefore, no mitigation is warranted.

c. Grading in areas over 10% slope

No Impact. Based on its topography, the proposed Project would not include grading of any areas with slopes over 10 percent. Project grading would be required to comply with the California Building Code (CBC), which regulates all building and construction projects within the city and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, and retaining walls. Additionally, the Project would incorporate construction best management practices (BMPs) through adherence to CBC grading and site preparation recommendations included in the Geotechnical Investigation such as removal of undesirable and/or unstable soils to be recompacted to decrease the likelihood of settlement after construction. Further, impacts associated with grading have been analyzed throughout this MND in Section 5, Air Quality, and Section 16, Greenhouse Gases, both of which would result in less than significant impacts. As such, impacts related to grading would be less than significant and no mitigation is warranted.

d. Substantial erosion or loss of topsoil

Less Than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Excavations and grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water.

Chapter 15.36.290 of the City's Municipal Code implements the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Regional Board Order No. R8-2010-0033, as amended, (MS4 Permit) and establishes minimum stormwater management requirements and controls that are required to be implemented for construction and grading activities for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented as listed within Section 4, Hydrology and Water Quality, of this report. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance with the City's Municipal Code stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the City of Corona's Planning and Development Department, Development Services Division, construction impacts related to erosion and loss of topsoil would be less than significant. Therefore, no mitigation is warranted.

e. Unstable soil conditions from grading

Less Than Significant Impact. Unstable soil conditions have the potential to result in hazards such as landslides, lateral spreading, subsidence, and liquefaction or collapse. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. As discussed previously, implementation of the Project and associated grading are unlikely to result in hazards such as landslides. Additionally, the Project site and surrounding area are fully developed and do not have natural or manufactured slopes. Accordingly, the Project would not be located on a geologic unit or soil that is unstable and that would result in on- or off-site landslides, therefore no significant impacts would occur.

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along the sloping ground. The Project site's potential for lateral spreading is considered low due to the site's relatively flat topography, distance from slopes, and "very low" potential for liquefaction. Thus, the Project would not be located on a geologic unit or soil that would result in lateral spreading, and no significant impacts would occur. Therefore, no mitigation is warranted.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in basin is lowered. The test boring locations were checked for the presence of groundwater during and after the drilling operation, and free groundwater was not encountered during this investigation. The historically highest groundwater within the site vicinity is estimated to be at a depth greater than 50 feet below ground surface according to regional groundwater well data.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, localized pumping, and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. However, recommendations of the Geotechnical Engineering Investigation Report would be implemented during grading and construction and the Project would be required to comply with the CBC and the City's Municipal Code, which would be verified through the City's plan check and permitting process.

Thus, with compliance with existing regulations and implementation of best management practices (BMPs) impacts related to unstable soil conditions from grading, including landslides, lateral spreading, subsidence, liquefaction or collapse would be less than significant. Therefore, no mitigation is warranted.

f. Expansive soils

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Engineering Report determined that the site soil consisted of silty sand based on test borings (Salem 2022). Therefore, the Project site has low potential for expansive soil. Additionally, the Project would require compliance with the CBC requirements, as implemented by the Corona Municipal Code and verified through the City's plan check and permitting process. Thus, impacts related to expansive soils would be less than significant.

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

Discussion:

The following section is based on the Project Specific Water Quality Management Plan (WQMP), prepared by Webb Associates, October 9, 2025 (Revised) (Appendix B); the Preliminary Drainage Study, prepared by Webb Associates, October 2025 (Revised) (Appendix C); and the Water and Sewer Study Report, prepared by Webb Associates, October 2025 (Revised) (Appendix D).

a. Violate water quality standards/waste discharge requirements

Less than Significant Impact.

Temporary Construction-Related Activities

Construction of the Project would require grading and excavation of soils, which would loosen sediment and then have the potential to mix with surface water runoff and degrade water quality. Additionally, construction would involve paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollution such as silt, debris, chemicals, paints, solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP. Construction of the Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the

construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs which would reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management.

Adherence to the existing requirements and implementation of the appropriate BMPs, as ensured through the City's plan check and permitting process, would ensure that the Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant. Therefore, mitigation is not warranted.

Operation

The Project proposes a commercial development to include a 40,000 square foot market building, asphalt drive aisles and parking stalls, landscaped areas, internal concrete walkways and improvements to the existing bank building on the southwest corner of the site. The Project also includes public right-of-way improvements such as sidewalks, curb and gutter, and utility and stormwater improvements. The development would include landscaping, parking and potential pollutants associated with the proposed uses include various chemicals from bacterial indicators, metals, nutrients from fertilizer, pesticides, sediments, trash and debris, and oil and grease from vehicles. If these pollutants discharge into surface waters, it could result in degradation of water quality. However, the proposed Project would be required to incorporate a Water Quality Management Plan (WQMP) with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs. The LID site design would minimize impervious surfaces and provide infiltration of runoff into landscaped areas.

Section 13.27.120 of the City's Municipal Code requires implementation of a Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from new development and redevelopment projects. The Project's WQMP was created to comply with the requirements of the City of Corona, the Riverside County Water Quality Management Plan, and the NPDES Areawide Stormwater Program. The BMPs would include pollutant source control features and pollutant treatment control features. The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts; and treatment control BMPs that would treat stormwater runoff. For the purposes of stormwater quality, an underground bioretention/biofiltration system is proposed. The Project site is split into several drainage management areas.

Runoff generated by the development of the Project is proposed to be treated for water quality requirements by modular wetland system (MWS) units located throughout the site before being conveyed to an underground chamber system for increased runoff mitigation. A 4'x8', 4'x17', and an 8'x20' MWS unit are proposed onsite. A pump is proposed to limit the flows to Belle Avenue, following the existing drainage pattern.

Water quality treatment of runoff produced by the northeastern 0.2 acres of the project site (northeast area) discharging to Washburn Avenue is addressed by LID principles to achieve treatment to the maximum extent practicable. The landscaped areas are self-treating within the northeast area. Therefore, the overall site meets water quality treatment requirements. With implementation of NPDES requirements and the WQMP, pursuant to the City Municipal Code, which would be verified during the plan check and permitting process for the proposed Project, the proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant. Therefore, mitigation is not warranted.

b. Deplete groundwater supplies

Less Than Significant Impact. No potable groundwater wells are proposed as part of the Project. The Project would be served with potable water by the City of Corona Department of Water and Power (DWP). The city has a diverse water supply portfolio including imported water from Western Municipal Water District (WMWD), groundwater from two local groundwater basins (Temescal Basin and Bedford-Coldwater Basin), and reclaimed water for landscape irrigation and other non-potable uses (City of Corona, Urban Water Management Plan, 2021, p. ES-2). The City's Urban Water Management Plan (UWMP) demonstrates that it has sufficient available water resources to adequately serve projected water demands within the City's service area through 2045. The water demand factors used to project future water demand within the City's service area are based in part on the land uses planned by the City of Corona General Plan. Thus, because the Project is fully consistent with the site's General Plan land use plan designation, it can be concluded that the city would have adequate water supplies, including groundwater supplies, to serve the Project in addition to past, present, and future commitments to supply water (City of Corona, Urban Water Management Plan, 2021, Chapter 7). Therefore, implementation of the Project would not substantially deplete groundwater supplies and the Project's impact on groundwater supplies would be less than significant.

c. Alter existing drainage pattern

Less Than Significant Impact. Under existing conditions, the site consists of two commercial buildings and vacant lots. Existing elevations across the site vary from 670.4 to 645.6 feet above sea level. The site currently slopes down at an approximate 3% grade to the northwest. The existing drainage pattern for the site and the general area is characterized by sheet flow across the project site towards Belle Avenue. Within Belle Avenue, flows are conveyed north via curb and gutter to an existing catch basin at the intersection with 3rd Street, approximately 350 feet north of the project site northern boundary. Based on the City of Corona Storm Water Gravity Main GIS map, the catch basin connects to an existing 24-inch storm drain line which confluences with a 72-inch storm drain line at the intersection of Grand Boulevard and Railroad Street, which discharges to an existing channel at the northwest corner of Harrison Street and Sheridan Street and ultimately to the Prado Basin Management Zone.

There is an existing 30-inch storm drain line within Main Street along the project frontage, which, based on the City of Corona Drainage Master Plan, the Main Street storm drain line capacity is deficient along the project frontage. In the developed condition however, onsite runoff will be collected via a network of inlets. Collected flows from the area south of the proposed market building will be conveyed via underground storm drain to proposed MWS treatment units to address water quality requirements before reaching an underground chamber system within the market parking area for increased runoff mitigation. A pump will convey flows from the underground chambers to a v-ditch along the western project boundary. The v-ditch will allow surface flows to exit the site via an under sidewalk drain to Belle Avenue. Flows will drain north along Belle Avenue following the existing condition drainage pattern.

Runoff north of the proposed market building will surface flow via curb and gutter. Due to grading constraints, this area will discharge to the surrounding existing streets without direct mitigation for increased runoff. The project has been analyzed to ensure the overall site is mitigating for increased runoff, as detailed in Section 4. Approximately 1.2 acres of the northwestern portion will drain to Belle Avenue. An inlet is proposed before these flows exit the site to pick up the water quality design flow rate of 0.2 cubic feet per second (cfs) which is conveyed to an MWS unit for treatment. The treated flows will be conveyed to the proposed pump and discharge to Belle Avenue with the mitigated flows from the underground chambers. The MWS unit will limit the flowrate to the pump as it will be designed to only treat 0.2 cfs and will not include a bypass to ensure the remaining pump capacity will appropriately mitigate the flows from the underground chamber system. The remaining flows from the northwest area will flow past the inlet and discharge directly to Belle Avenue at the northwestern driveway. Approximately 0.2 acres of the northeastern portion of the site will drain to Washburn Avenue. Due to grading constraints, this area will be treated to the maximum extent practicable by LID principles before draining offsite. See the separate report, “Northgate – 6th and Main Street Preliminary Water Quality Treatment Plan” for additional information regarding water quality treatment of the project site.

Based on utility research responses, as-built storm drain plans for the 24” storm drain line at 3rd Street and Belle Avenue were unavailable and the Drainage Master Plan Map does not include this storm drain line. Therefore, the invert elevation and hydraulic information of this 24” storm drain line are unknown. With the limited information available for the storm drain line to which the project drains, the project site was designed to route the proposed condition to the existing 10-year peak flow of 9.3 cfs to provide a conservative analysis as the City of Corona Drainage Master Plan study analyzed the existing storm drain facilities for the peak 10- and 100-year, 1-hour storm events. The runoff from the underground chambers will be routed by using a pump to limit flow to 4.5 cfs. A pump is required due to grading limitations to discharge flows at the street surface. The proposed pump will discharge a total flowrate of 4.7 cfs., which includes the 4.5 cfs for mitigated flows and 0.2 cfs for the water quality design flow rate of the northwest portion of the site. The pump is sized so the overall flows leaving the site are within 10% of the existing 10-year, 1-hour peak flow while accounting for the flows which discharge without mitigation.

Since the site runoff under the proposed Project would be conveyed to existing storm drain facilities, it can be concluded that the Project would not substantially alter the site’s existing drainage pattern. As such, it can be concluded that the Project would not increase the rate or amount of surface runoff in a manner which would result in flooding; create or contribute to runoff water which would exceed the capacity of existing or proposed stormwater drainage systems; or impede or redirect flood flows. Therefore, Project impacts to the site’s existing drainage pattern would be less than significant.

Additionally, according to FEMA’s 2024 FIRM Map #06065C0689H, the Project site is zoned as Flood Zone X, area with minimal flood hazard. The city would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed and would not impede or redirect flood flows. As such, the Project would result in a less than significant impact on the existing drainage pattern and no mitigation is required.

d. Increase flooding hazard

Less Than Significant Impact. According to the Federal Emergency Management Agency (FEMA), the Project site is not located within a flood hazard zone. According to the California Department of Conservation, California Official Tsunami Inundation Maps, the site is not located within a tsunami inundation zone. In addition, the Project would not be at risk from seiche because there is no water body around the Project site capable of producing a seiche.

As discussed previously, the Project site is classified as Flood Zone X, areas of minimal flood hazard. In addition, the Project site does not include, and is not adjacent to, a body of water such as a natural stream or river that would increase the potential for flooding. Further, the Project site is located approximately 25 miles northeast of the Pacific Ocean. Therefore, the Project is not located within a tsunami zone. Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest body of water is Lake Matthews, approximately 6.5 miles to the west. The Project site is not within the vicinity of any impounded bodies of water; therefore, the Project is not at risk of a seiche.

Also, as discussed previously, the Project would introduce approximately 180,925 square feet of impervious surfaces to the site, which would increase stormwater runoff from the Project site. However, the proposed Project would install an on-site storm drain system that would convey runoff to biofilter units that would capture and filter runoff, then to the existing storm drain system in Belle Avenue. In addition, the Project includes 27,642 square feet of landscaping that would infiltrate stormwater on-site. The Project would comply with City and NPDES requirements as identified in the WQMP. Adherence to the existing requirements and implementation of the post-construction stormwater requirements would be confirmed during Project plan check prior to Project approval. Therefore, the Project would result in a less than significant impact on flooding hazards on-site or off-site and no mitigation is required.

e. Degrade surface or ground water quality

Less Than Significant Impact. As discussed under the analysis of threshold a., above, with mandatory compliance with the City's NPDES permit and with implementation of a SWPPP during construction and a WQMP during long-term operations, the Project would not degrade surface or ground water quality during either construction or long-term operation, and impacts would therefore be less than significant. Therefore, no mitigation is required.

f. Within 100-year flood hazard area

Less Than Significant Impact. As discussed under the analysis of threshold d., the Project site is within Zone X (Shaded), which encompasses areas with a 0.2% annual chance of flood, areas of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from the 1% annual chance flood (FEMA 2024). As such, the Project site is not subject to inundation during 100-year flood events, and impacts related to the 100-year flood hazard area are expected to be less than significant. Therefore, no mitigation is required.

g. Increase exposure to flooding

Less Than Significant Impact. As mentioned previously, the Project site does not include, and is not adjacent to, a natural stream or river. Thus, the Project would not increase exposure to flooding from proximity to a stream or river. In addition, a SWPPP would be implemented during construction to control drainage and maintain drainage patterns across the proposed Project. As discussed in the WQMP, existing drainage patterns would remain unchanged, which would result in a decrease in time of concentration due to increase in imperviousness. As discussed previously, the Project would introduce approximately 180,925 square feet of impervious surfaces to the site, which would increase stormwater runoff from the Project site. However, the proposed Project would install an onsite storm drain system that would convey runoff to a biofilter unit that would capture and filter runoff, then to the existing storm drain system in Buena Vista Avenue. In addition, the Project includes 27,642 square feet of landscaping that would infiltrate stormwater onsite. The Project would comply with City and NPDES requirements as identified in the WQMP (Appendix B). Adherence to the existing requirements and implementation of the post construction stormwater requirements would be confirmed during Project plan check prior to Project approval. Therefore, the Project would result in a less than significant impact on flooding on- or offsite, and no mitigation is required.

Based on the analyses and results of the Preliminary Drainage Report, the following conclusions were derived from the hydrology and hydraulic results:

- The proposed drainage improvements will adequately convey flows to the underground chambers and provide flood protection for the 100-year storm event.
- The proposed MWS units will provide adequate water quality treatment.
- The proposed project will not impact flooding condition to upstream or downstream properties.

h. Exceed capacity of the storm water drainage system

Less Than Significant Impact. As described in the previous responses, the proposed Project would be required to implement a SWPPP during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the Project site, which would reduce potential impacts to stormwater drainage systems and water quality to

a less than significant level.

The proposed Project would introduce approximately 180,925 square feet of impervious surfaces to the Project site. Proposed flow-based biotreatment facilities would mitigate the maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch of rainfall per hour. These systems would filter coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides). The proposed biotreatment facilities sized for the required design flowrates and the low impact development (LID) design features will meet the water quality treatment requirements for the Project site. Although the Project is anticipated to increase runoff, an underground detention and pump system is proposed to mitigate increased runoff for the 10- and 100-year storms to be within 10% of the existing 10-year, 1-hour storm event. Therefore, development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant. As such, no mitigation

According to the Federal Emergency Management Agency (FEMA), the Project site is not located within a flood hazard zone. According to the California Department of Conservation, California Official Tsunami Inundation Maps, the site is not located within a tsunami inundation zone. In addition, the Project would not be at risk from seiche because there is no water body around the Project site capable of producing as seiche.

5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with air quality plan	☐	☐	☒	☐
b. Violate air quality standard	☐	☐	☒	☐
c. Net increase of any criteria pollutant	☐	☐	☒	☐
d. Expose sensitive receptors to pollutants	☐	☒	☐	☐
e. Create objectionable odors	☐	☐	☒	☐

Discussion:

The following section is based on the Air Quality & Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc., dated October 2025 (Revised) (Appendix E).

Air Pollutants and Health Effects

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O3), coarse particulate matter (PM10), and fine particulate matter (PM2.5) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO2), and sulfur dioxide (SO2) are considered to be local pollutants because they tend to accumulate in the air locally. Particulate matter (PM) is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 5-A.

Table 5-A: Criteria Air Pollutants – Summary of Common Sources and Effects

Pollutant	Major Manmade Sources	Human Health & Welfare Effects
CO	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
NO_2	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Causes brown discoloration of the atmosphere.
O_3	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (N_2O) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
PM_{10} & $PM_{2.5}$	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
SO_2	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, and locomotives.	Respiratory irritant. Aggravates lung and heart problems. Can damage crops and natural vegetation. Impairs visibility.

Source: California Air Pollution Control Officers Association (CAPCOA 2013)

a. Conflict with air quality plan

Less than Significant Impact. The Project site is located within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. The 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in GHGs (Greenhouse Gas) and toxic risk, as well as efficiencies in energy use, transportation, and goods movement.

In April 2024, the SCAG Regional Council adopted the 2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy (2024 RTP/SCS). The 2024 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within various counties, including Riverside County. The 2024 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), for purposes of analyzing consistency with the AQMP, if a proposed Project would result in growth that is substantially greater than what was anticipated, then the proposed Project would conflict with the AQMP. On the other hand, if a Project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the Project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the 2022 AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

As shown in Tables 5-C and 5-D in Section 5.b below, the Project would not exceed SCAQMD significance thresholds for any criteria pollutant during short term construction or during long-term operation. The construction contractors are required

to comply with rules, regulations, and control measures to control fugitive dust from grading (Rule 403) and the application of architectural coatings during building construction (Rule 1113). Accordingly, the Project's air quality emissions are less than significant and no mitigation is warranted.

The Project site is designated, and proposed, as MUD (Mixed Use Downtown) on the General Plan map and zoned D (Downtown) within the Downtown Revitalization Specific Plan. The MUD land use designation is intended for the development of retail commercial uses with a maximum Floor Area Ratio (FAR) of 3.0. The MUD land use designation was the land use designation that was used by the SCAQMD to generate the growth forecasts for the air quality plan referenced above.

Finally, emissions generated by construction and operation of the proposed Project would not exceed daily emissions thresholds established by the SCAQMD. As described in the analysis below and detailed in Appendix E, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the AQMP from the proposed Project would be less than significant, and no mitigation is required.

b. Violate air quality standard

Less than Significant Impact. The South Coast Air Basin (SCAB) is in a non-attainment status for federal and State ozone standards and particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. According to the SCAQMD, an air quality impact is considered significant if the proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 5B. Should construction or operation of the proposed Project exceed these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

TABLE 5-B: SCAQMD REGIONAL EMISSIONS THRESHOLDS (pounds/day)

Air Pollutant	Construction Activities	Operations
ROG	75	55
CO	550	550
NO_x	100	55
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55

Source: South Coast Air Quality Management District 2023

Construction

Regional Construction Significance Analysis

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. The basic sources of short-term emissions that would be generated through construction of the proposed Project would be from grading activities and the from the operation of construction vehicles (i.e., trenchers, dump trucks). Construction activities such as excavation and grading operations, vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive particular matter (PM) emissions that affect local air quality at various times during construction. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated with the Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Attachment A of Appendix E for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in Table 5-C. Construction emissions generated by the Project would not exceed SCAQMD regional thresholds as identified in Table 5-C, and therefore, regional construction related air quality emissions would result in a less than significant impact and no mitigation is required.

TABLE 5-C: REGIONAL CONSTRUCTION-RELATED EMISSIONS

Construction Year	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Calander Year One	2.02	20.90	31.10	0.08	6.98	3.31
Construction Calander Year Two	1.99	17.60	28.20	0.04	0.81	0.37
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Emissions taken of the season, summer or winter, with the highest outputs. Emission reductions for construction PM emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadways once per month; watering unpaved roads twice daily; watering demolition areas twice daily; watering exposed surfaces three times daily; and limiting speeds on unpaved roads to 25 miles per hour. Emissions account for the demolition of 12,677 square feet of building space and the removal of 6,091 cubic yards (7,918.3 tons) of pavement.
Source: CalEEMod version 2022.1. Refer to Attachment A for Model Data Outputs.

Operation

Regional Operational Significance Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM10, PM2.5, CO, and SO2 as well as O3 precursors such as ROGs and NOX. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Operational air pollutant emissions are based on the area of impact identified on the Project's site plan. Long-term operational emissions attributable to the Project are identified in Table 2-9 and compared to the operational significance thresholds promulgated by the SCAQMD.

TABLE 5-D: REGIONAL OPERATIONAL-RELATED EMISSIONS

Emission Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer Emissions						
Mobile	13.40	11.20	103.00	0.25	21.80	5.67
Area	1.42	0.02	2.04	0.00	0.00	0.00
Energy	0.02	0.32	0.27	0.00	0.02	0.02
Total:	**14.84**	**11.54**	**105.31**	**0.25**	**21.82**	**5.69**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Mobile	12.50	12.00	87.20	0.23	21.80	5.67
Area	1.09	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.32	0.27	0.00	0.02	0.02
Total:	**13.61**	**12.32**	**87.47**	**0.23**	**21.82**	**5.69**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Emission projections predominately based on CalEEMod model defaults for Riverside County. Mobile source emissions are based on trip rates identified in the Project's Traffic Report (Linscott, Law, and Greenspan Engineers 2024).
Source: CalEEMod version 2022.1. Refer to Attachment A for Model Data Outputs.

As shown in Table 5-D above, operational-related emissions would not exceed South Coast Air Quality Management District thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during operation and would not contribute to an existing or projected air quality violation on a direct or cumulative basis. As such, impacts are less than significant, and no mitigation measures are required.

c. Net increase of any criteria pollutant

Less than Significant Impact. As mentioned previously, the South Coast Air Basin (SCAB) is in a non-attainment status for federal and State ozone standards and particulate matter standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown above in Table 5-B.

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

Construction Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project construction-source air pollutant emissions would result in a temporary exceedance of regional thresholds for PM_{10}. However, proposed Mitigation Measure (AQ-1) would reduce PM_{10} emissions to levels below the significance threshold. Therefore, the proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

Operational Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, the proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis, and no mitigation is required.

d. Expose sensitive receptors to pollutants

Less than Significant Impact. The SCAQMD has developed Localized Significance Thresholds (LSTs) that represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of CO, NO_2, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The Project site is located in SRA 22, Norco/Corona.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual or cumulatively significant impact. The nearest sensitive receptors include residences located directly adjacent to the Project's northern boundary. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. While the Project Area would disturb up to 4.88 acres during construction, the LST threshold value for a two-acre site was employed from the LST lookup tables for these phases. This is conservative since the analysis will only account for the dispersion of air pollutants over two acres before reaching sensitive receptors, as opposed to accounting for the dispersion of pollutants over the 4.88-acre Project Area.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptors to construction activity as a result of the Project are residences located directly adjacent to the Project Site (<25 meters). Notwithstanding, the SCAQMD Methodology explicitly states: "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 5-E presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire site.

Localized Construction Emissions

Table 2-7 shows that the emissions of these pollutants during construction would result in significant concentrations of pollutants at nearby sensitive receptors for PM_{10} during the site preparation phase. Therefore, **Mitigation Measure (MM) AQ-1** is required in order to reduce PM_{10} emissions to levels below the significance threshold. **MM AQ-1** would mandate

the use of Tier 4 Certified engines for all the Project offroad construction equipment used during the Project's construction. Tier 4 equipment has specific emission standards established by the USEPA that regulate the amount of PM and NOx emitted by diesel engines in construction equipment. Tier 4 standards require the use of advanced engine technologies such as DPM (diesel particulate matter) filters and selective catalytic reduction systems, to significantly reduce PM_{10} emissions.

TABLE 5-E: UNMITIGATED PROJECT - LOCALIZED CONSTRUCTION IMPACTS

Activity	Onsite Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	24.90	21.70	5.10	2.83
Site Preparation	36.00	32.90	6.72	4.10
Grading	18.20	18.80	0.84	0.77
Building Construction, Paving, and Painting (Year One)	18.98	23.14	0.86	0.79
Building Construction, Paving, and Painting (Year Two)	17.80	22.98	0.75	0.66
SCAQMD Localized Significance Threshold (2 acres of disturbance at 25 meters)	*170*	*1,007*	*6*	*5*
Exceed SCAQMD Localized Thresholds?	**No**	**No**	**Yes**	**No**

Notes: Emissions taken of the season, summer or winter, with the highest outputs. Emission reductions for construction PM emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadways once per month; watering unpaved roads twice daily; watering demolition areas twice daily; watering exposed surfaces three times daily; and limiting speeds on unpaved roads to 25 miles per hour. Emissions account for the demolition of 12,677 square feet of building space and the removal of 6,091 cubic yards (7,918.3 tons) of pavement.

Source: CalEEMod 2021.1. Refer to Attachment A for Model Data Outputs.

Mitigation Measure

MM AQ-1: Prior to the issuance of a grading and building permit for the Corona Northgate Market Project, the Project Applicant shall add the following construction note on the grading and building plans, and demonstrate to the satisfaction of the City of Corona Planning and Development Department that the following measure is implemented during Project construction.

- All offroad equipment of greater that 50 horsepower used in the site preparation phase of Project construction shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

  Timing/Implementation: Prior to the issuance of a grading and building permit, and during construction.

  Monitoring/Enforcement: City of Corona Planning and Development Department

Table 5-F shows the results of construction emissions with implementation of **MM AQ-1** for the site preparation phase, as that was the only phase with an exceedance and where **MM AQ-1** is required.

TABLE 5-F: MITIGATED PROJECT - LOCALIZED CONSTRUCTION IMPACTS

Activity	Onsite Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	14.80	28.20	5.27	2.77
SCAQMD Localized Significance Threshold (2 acres of disturbance at 25 meters)	*170*	*1,007*	*6*	*5*
Exceed SCAQMD Localized Thresholds?	**No**	**No**	**No**	**No**

Notes: Emissions taken of the season, summer or winter, with the highest outputs. Emission reductions for construction PM emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadways once per month; watering unpaved roads twice daily; watering demolition areas twice daily; watering exposed surfaces three times daily; and limiting speeds on unpaved roads to 25 miles per hour. Emissions account for the demolition of 12,677 square feet of building space and the removal of 6,091 cubic yards (7,918.3 tons) of pavement.

Source: CalEEMod version 2022.1. Refer to Attachment A for Model Data Outputs.

As shown in Table 5-F, adherence to mitigation measure AQ-1 would ensure that the proposed Project would not generate PM_{10} emissions in excess of SCAQMD LST standards during the site preparation phase. In addition to this construction HRA (health risk assessment), the Project has been evaluated against the SCAQMD's LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative and can be used to assist lead agencies in analyzing localized impacts associated with Project-specific level of proposed projects. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: Further-Reduced Health Risk. As shown in Table 2-8, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors, with implementation of **MM AQ-1**. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NOx, CO, PM10, and PM2.5 verifies that the Project would not adversely impact nearby sensitive receptors. In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

Localized Operational Emissions

The Project includes the redevelopment of a 4.88-acre site with the development and operation of a 40,000 square foot supermarket, a 3,297 square foot restaurant and 3,633 square foot bank. According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Operation of the Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional heavy-duty truck sources, a major source of diesel particulate matter (DPM), that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. Furthermore, the Project would not have a high carcinogenic or non-carcinogenic risk during operation (ECORP Air Quality Assessment, October 2025). Therefore, in the case of the proposed Project, the operational LST protocol is not applied.

Construction Health Risk Assessment

Cancer Risk

Construction cancer risk calculations for existing residential, worker and school child (Saint Edwards Catholic School) receptors were calculated using the total time that construction is proposed; two years. The school child risk was calculated using the residential exposure and health parameters. The calculated cancer risk accounts for 350 days per year of exposure to all receptors. While the average American spends 87 percent of their life indoors (USEPA 2001), neither the pollutant dispersion modeling nor the health risk calculations account for the reduced exposure structures provide. Instead, health risk calculations account for the equivalent exposure of continual outdoor living and working. The calculated carcinogenic risk at Project vicinity receptors is depicted in Table 5-G.

TABLE 5-G CANCER RISK

Table 2-10. Maximum Cancer Risk Summary

Maximum Exposure Scenario	Total Maximum Cancer Risk	UTMx (Zone 11)	UTMy (Zone 11)
2-Year Exposure Resident	6.20	447392.7	3748617.2
2-Year Exposure Worker	0.42	447542.7	3748617.2
2-Year Exposure School Child	0.17	447142.7	3748617.2
Significance Threshold	*10*	--	--
Exceed Threshold?	**No**		

Source: ECORP Consulting 2024. See Attachment B.

As shown on Table 5-G, the existing residents, workers and school children would not experience a significant amount of cancer risk from construction of the Proposed Project. The maximumly exposed individual resident (MEIR) is west of the Project Site in the single-family homes west of S. Belle Avenue. The maximumly exposed individual worker (MEIW) is in the Corona Mall east of the Project Site.

CO Hotspots

The Project would not result in potentially adverse CO concentrations or "hot spots." An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm (parts per million) or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment.

According to the Traffic Impact Analysis report prepared by Linscott, Law, and Greenspan Engineers, the Project is expected to generate approximately 3,377 daily vehicle trips (Linscott, Law, and Greenspan Engineers 2025). Thus, the proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

e. Create objectionable odors

Less Than Significant Impact. The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

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

The Project does not contain land uses typically associated with emitting objectionable odors. During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the Project Area. However, these emissions are short-term in nature and would rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

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

Discussion:

The following section is based on the Traffic Impact Analysis (TIA) prepared by Linscott, Law, and Greenspan Engineers, dated July 10, 2025 (Appendix F).

a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system

Less than Significant Impact. A significant impact would occur if the development of the Project conflicted with programs, plans, or ordinances that support transit services, bicycle lanes, sidewalks, and trails. Future street improvements that are programmed to implement the updated circulation network plan will be designed in accordance with all applicable engineering standards relating to vehicle traffic, bicycles, pedestrian safety, line of site, and other design criteria.

The Project's TIA evaluated potential traffic impacts of the proposed Project on the area traffic circulation. The Project site is currently partially vacant and also occupied with a strip retail building (to be razed), bank (to be converted into a casual restaurant and new bank), and drive-thru ATM structure related to the existing bank. Two previous residential structures were previously demolished on the north side of W. Fourth Street.

Access to the Project site will be provided via one (1) driveway on S. Main Street, one (1) driveway on S. Belle Avenue across from W. Fifth Street, one (1) driveway on S. Belle Avenue north of W. Sixth Street, and one (1) driveway each on W. Fourth Street and W. Sixth Street. With development of the Project site, W. Fifth Street between S. Belle Avenue and S. Main Street will be abandoned and developed as parking area. Additionally, the segment of W. Fourth Street from S. Belle Avenue to the alley will be abandoned to accommodate the Northgate grocery market building. The TIA forecast is based on a 2026 forecast.

The trip generation for the Project was calculated using trip rates from the Institute of Transportation Engineers (ITE), Trip

Generation 11th Edition, 2021. As shown in Table 6-A, the Project would generate approximately 3,377 daily trips including 133 trips during the AM peak hour and 324 trips during the PM peak hour.

TABLE 6-A: PROJECT TRIP GENERATION RATES & FORECAST

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ 210: Single Family Detached Housing (TE/DU)	9.43	26%	74%	0.70	63%	37%	0.94
▪ 822: Strip Retail Plaza Less Than 40K (TE/TSF)	54.45	60%	40%	2.36	50%	50%	6.59
▪ 850: Supermarket (TE/TSF)	93.84	59%	41%	2.86	50%	50%	8.95
▪ 911: Walk-In Bank (TE/TSF)[6]	100.35	58%	42%	9.95	44%	56%	12.13
▪ 912: Drive-In Bank (TE/TSF)	100.35	58%	42%	9.95	50%	50%	21.01
▪ 930: Fast Casual Restaurant (TE/TSF)	97.14	50%	50%	1.43	55%	45%	12.55
Proposed Project Generation Forecast:							
▪ Supermarket (40,000 SF)	3,754	67	47	114	179	179	358
Pass-By (Daily: 25%, AM: 10%, PM: 24%)[7]	-939	-7	-4	-11	-43	-43	-86
Supermarket Subtotal	*2,815*	*60*	*43*	*103*	*136*	*136*	*272*
▪ Fast Casual Restaurant (3,297 SF)	320	3	2	5	23	18	41
Pass-By (Daily: 10%, AM: 10%, PM: 43%)[7]	-32	0	-1	-1	-10	-8	-18
Retail Subtotal	*288*	*3*	*1*	*4*	*13*	*10*	*23*
▪ Walk-in Bank (3,633 SF)	365	21	15	36	19	25	44
Pass-By (Daily: 25%, AM: 29%, PM: 35%)[7]	-91	-6	-4	-10	-7	-8	-15
Retail Subtotal	*274*	*15*	*11*	*26*	*12*	*17*	*29*
Proposed Project Total [A]	***3,377***	***78***	***55***	***133***	***161***	***163***	***324***
Existing Occupied Land Use Generation Forecast:							
▪ Existing Occupied Retail (6,827 SF)	372	10	6	16	23	22	45
Pass-By (Daily: 25%, AM: 10%, PM: 25%)[7]	-93	-1	-1	-2	-6	-5	-11
Existing Retail Subtotal	*279*	*9*	*5*	*14*	*17*	*17*	*34*
▪ Existing Occupied Drive-In Bank (7,677 SF)	770	44	32	76	81	80	161
Pass-By (Daily: 25%, AM: 29%, PM: 30%)[7]	-193	-13	-9	-22	-28	-28	-56
Existing Drive-In-Bank Subtotal	*577*	*31*	*23*	*54*	*53*	*52*	*105*
▪ Existing Occupied Single Family Detached Housing (3 DU)	28	1	1	2	2	1	3
Existing Land Use Total [B]	***884***	***41***	***29***	***70***	***72***	***70***	***142***
Total Net Proposed Project Trip Generation Forecast [A] – [B]	**2,493**	**37**	**26**	**63**	**89**	**93**	**182**

Notes:

- TE/DU = Trip End per Dwelling Unit
- TE/TSF = Trip End per Thousand Square Feet

Roadway Facilities

For CEQA purposes, roadway facilities are viewed in the context of how they reduce the amount of vehicle miles traveled and promote the use of other non-motorized modes of travel such as transit, bicycle, and pedestrian. Per the City of Corona's General Plan Circulation Element, the segment of S. Main Street adjacent to the Project site is designated as a major arterial 6-lane street. Major arterials are 82 to 106 feet wide curb-to-curb within a 106- to 130-foot right of-way. Main Street is currently a four-lane divided roadway south of Fourth Street and a six-lane divided roadway located north of Fourth Street. It is located east of the Project site. Parking is restricted on both sides of the roadway within the vicinity of the Project. Main Street has a posted speed limit of 35 mph. The intersections of Main Street at SR-91 Westbound (WB) Ramps, SR-91 Eastbound (EB) Ramps, Third Street, Sixth Street, Eighth Street and Grand Boulevard are controlled by a traffic signal. The intersections of Main Street at Fifth Street and Ninth Street are stop controlled.

The segment of W. Sixth Street adjacent to the Project site is designated as a mixed use boulevard 4 lane divided/undivided street. Mixed use boulevards are streets that serve land use patterns in the city's mixed-use land use districts. W. Sixth Street is generally a two-lane divided roadway within the Downtown traffic study area located south of the Project site. Parking is generally permitted on both sides of the roadway within the vicinity of the Project. Sixth Street has a posted speed limit of 35 mph. The intersections of Sixth Street at Main Street, Grand Boulevard East, Grand Boulevard West, and Belle Avenue are controlled by a traffic signal. It should be noted that complete street improvements were recently implemented along Sixth Street between West Grand Avenue and East Grand Avenue in August 2024, which included reducing Sixth Street from a four-lane roadway to a two-lane with Class II bike lanes in each direction and on-street parking.

The segment of S. Belle Avenue adjacent to the project site is designated as a collector street which is typically 44 feet wide curb-to-curb (2 lanes) within a 68-foot right-of-way. Belle Avenue is a two-lane undivided roadway located west of the Project site. Parking is permitted on either side of the roadway within the vicinity of the Project. The posted speed limit on Belle Avenue is 25 mph. The intersection of Belle Avenue at Sixth Street is controlled by a traffic signal. The intersections of Belle Avenue at Fifth Street, Fourth Street, and Third Street are stop controlled.

The Project requires eight (8) feet of street dedication along the project site's W. Sixth Street frontage; however, this area is fully improved with sidewalk, curb and gutter and will not require additional public right-of-way improvements. The Project requires 15 feet of street dedication along the site's S. Main Street frontage in addition to public right-of-way improvements consisting of parkway landscaping, sidewalk, street trees and curb and gutter. The City will vacate six (6) feet along the site's S. Belle Avenue frontage, adding square footage to the Project's parking area, and includes public right-of-way improvements consisting of new street trees, with existing sidewalk, curb and gutter to remain.

Additionally, as part of the Project's development, the southbound lanes on Main Street adjacent to the Project Site will be restriped to include the following lanes:

- Two (2) 12-foot wide through-lanes;
- One (1) left-turn pocket to allow for vehicles to turn left into the North Corona Mall entrance; and
- One (1) right-turn pocket to allow for vehicles to turn right into the Project Site.

The required improvements within the public right-of-way will serve to facilitate vehicular, pedestrian, bicycle and bus travel.

Bicycle and Pedestrian Circulation

Within the vicinity of the project, Sixth Street currently has Class II bike lanes, which were installed with the complete street improvements project. Pedestrian circulation would be provided via existing public sidewalks along Main Street within the vicinity of the Project, as well as along Sixth Street and Belle Avenue. Bicycle and pedestrian activity have been captured as part of the existing data collection and are incorporated into the operations analysis.

Public Transit Service

Public transportation services within the City, including the Project area, are provided by the Riverside Transit Authority (RTA). A description of the transit services within the Project vicinity is as follows:

Riverside Transit Agency RTA)

City Route 1:

- Route 1 provides service from the University of California, Riverside (UCR) to Downtown Riverside to Corona; via Smith Avenue & Sixth Street, Corona Transit Center, Magnolia & McKinley, Galleria at Tyler, Magnolia Avenue & Adams Street, Brockton Arcade, Riverside City College, University & Lemon, Riverside – Downtown Metrolink Station, and UCR at Bannockburn.
- The route traverses the cities of Riverside and Corona.
- During the weekday and weekend AM and PM peak hours, Route 1 has approximate headways between 15 and 30 minutes in the northbound and southbound directions.

The Corona Cruiser operates within the study area. The Corona Cruiser is Corona's fixed-route bus system that travel along two routes in the city, the Red Line and the Blue Line. A description of these routes within the Project vicinity are as follows:

Corona Cruiser

Red Line:

- The Red Line provides service within Corona; via Target at Cajalco Road, Dos Lagos at Theater, Old Navy at The Crossings Shopping Center, Walmart at California Avenue, Centennial High School, Rimpau Avenue at Magnolia

Avenue, E. Grand Boulevard at E. Sixth Street, Corona Transit Center, Corona Library, Tenth Street at Lincoln Avenue, W. Sixth Street at Harris Street, and W. Sixth Street at Smith Avenue.

- The route traverses the city of Corona.
- During the weekday and weekend AM and PM peak hours, The Red Line has approximate headways between 60 and 70 minutes.

Blue Line:

- The Blue Line provides service within Corona; via Walmart at McKinley Street, Magnolia Avenue at McKinley Street, Magnolia Avenue at Rimpau Avenue, Magnolia Avenue at Fullerton Avenue, Mountain Gate Park, Corona Library, Corona Transit Center, Circle City Center, and River Run Apartments.
- The route traverses the city of Corona.
- During the weekday and weekend AM and PM peak hours, Route 44 has approximate headways between 60 and 70 minutes.

Per the city's Traffic Division of the Public Works Department, the Corona Cruiser will be going through changes which include re-routing their bus lines. As a result, the current bus stop located on the west side of S. Main Street, north of W. Fourth Street will be vacated once the new Corona Cruiser route is in place, which is anticipated by mid next year. As a result, the Project will not be required to relocate this bus stop. In lieu of this, the City of Corona Public Works Department has conditioned the Project to provide a designated space for a micro transit stop.

The preceding information demonstrates the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, no mitigation is required.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

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

VMT Screening Thresholds

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

1. The Project serves the local community.

2.The Project is located within a Transit Priority Area (TPA).

3. The Project is located in a low VMT generating Traffic Analysis Zone (TAZ).

The City's VMT Analysis Guidelines were used in the evaluation of the Project VMT analysis. The VMT analysis determined, and the City of Corona's Traffic Engineer confirmed, that the Project would meet Screening Criteria 1 and 2. According to the City's Guidelines, projects that are located within an area that serves the local community and is located within a TPA would not be required to complete a VMT assessment. Since the proposed Project consists of local-serving retail land uses with no building greater than 50,000 square feet., this Project's VMT is expected to be less than significant per CEQA Guidelines section 15064.3, subdivision (b). Therefore, no mitigation is warranted with respect to VMT.

c. Increase the total daily VMT per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction

Less than Significant Impact. As described previously, the City of Corona Vehicle Miles Traveled (VMT) Analysis Guidelines lists screening thresholds to determine if land use projects would require a VMT assessment. The City's Guidelines also provide criteria for projects that could screen out of further analysis and would be considered to have a less-than significant impact on VMT. The VMT analysis determined that the Project is located within an area that serves the local community and is located within a TPA, thus the Project does not require further VMT analysis. As such, impacts related to

VMT, including total daily VMT per service population would be less than significant. No mitigation is warranted.

d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions (General Plan Condition)

Less than Significant Impact. As mentioned previously, the VMT analysis determined that the Project meets Screening Criteria 1 and 2 and therefore does not require further VMT analysis. As such, impacts related to VMT would be less than significant and no mitigation is warranted.

e. Change in air traffic patterns

No Impact. The closest airport is Corona Municipal Airport which is approximately 2.1 miles northwest of the Project site. As illustrated in the Riverside County Airport Land Use Compatibility Plan for Corona Municipal Airport, the Project site is not located within any land use compatibility zones. As such, the Project would not obstruct or change air traffic patterns and no mitigation is required.

f. Traffic hazards from design features

Less than Significant Impact. The Project would develop and operate a 40,000 square foot grocery market and remodel of an existing 6,930 square foot bank building into a bank/restaurant use. None of the proposed structures would include incompatible uses such as farm equipment. The Project would also not increase any hazards related to a design feature. The onsite drives would be developed in conformance with City design standards. The City's construction permitting process includes review of Project plans to ensure that no potentially hazardous transportation design features would be introduced by the Project. For example, the design of the onsite circulation would be reviewed to ensure fire engine accessibility is provided to the fire code standards. Also, access to the Project site would be provided by five, 28-foot-wide driveways located at the project site's east, south and west perimeters which would provide vehicular access from S. Main Street, W. Sixth Street and S. Belle Avenue, respectively. The project entrances would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and any maintenance or delivery vehicles. As a result, impacts related to geometric design features would be less than significant.

As part of the Project, no public improvements are proposed to W. Sixth Street, however, the Project site's south perimeter along Sixth Street requires an additional eight (8) feet of street dedication. On the Project's easter perimeter adjacent to S. Main Street, a 15-foot street dedication is required in addition to public right-of-way improvements consisting of parkway landscaping, sidewalk, street trees and curb and gutter. The City will vacate six (6) feet along the site's west perimeter adjacent to S. Belle Avenue, adding square footage to the Project's parking area. The Project will construct public right-of-way improvements consisting of new street trees along S. Belle Avenue adjacent to the project site, The existing sidewalk, curb and gutter along Belle Avenue will remain.

During construction, the City would require the Project Applicant to implement a temporary traffic control plan that complies with the applicable requirements of the California Manual on Uniform Traffic Control Devices (CMUTCD), which would preclude potential construction-related impacts during improvements to S. Main Street and S. Belle Avenue. Under long-term conditions, main access to the Project site will be provided via one (1) driveway on S. Main Street where Fifth Street is currently located, one (1) driveway on Belle Avenue across W. Fifth Street, one (1) driveway on S. Belle Avenue north of W. Sixth Street, and one (1) driveway each on W. Fourth Street and W. Sixth Street. The driveway on S. Main Street aligns with the North Corona Mall entrance located on the east side of Main Street to create a four-way intersection which will be signalized and allow for full access. The two (2) driveways on S. Belle Avenue will be full-access and unsignalized; the driveway on W. Fourth Street will be full-access and unsignalized; and the driveway on W. Sixth Street will be unsignalized and restricted to right in/out only due to an existing raised center median on Sixth Street.

Project Specific Improvements

The following Project design features are to be implemented in conjunction with development of the proposed Project to ensure adequate access and egress to the site is provided:

Main Street at 5th Street/Project Driveway No. 1:

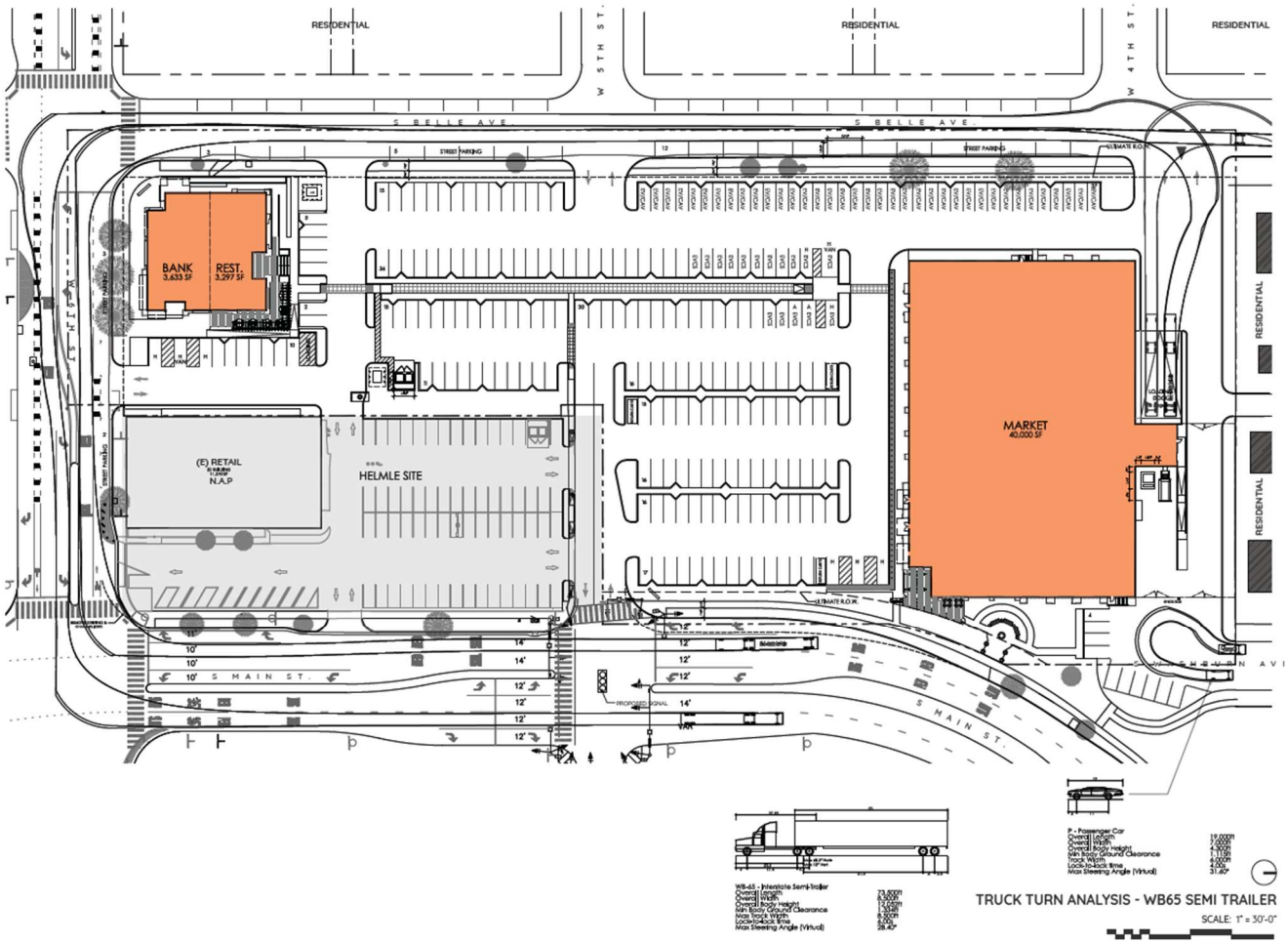
- Widen Main Street and restripe the north leg of the intersection to provide an exclusive southbound right-turn lane to provide vehicular access into the Project site.
- Install traffic signal and design for 5-phase operation with protected left-turn phasing for northbound and southbound left-turn movements.
- Stripe crosswalks on all legs, except the north leg, of the intersection.

Belle Avenue at 5th Street/Project Driveway No. 2:

- Convert the east leg of the intersection to a private driveway with abandonment of 5th Street between Belle Avenue and Main Street.

The Project's truck turning template, see Figure 6-A demonstrates that the proposed driveways are adequately sized to accommodate truck turns into and out of the Project site. All proposed roadway improvements would be in full compliance with City of Corona Street Standards, and there are no components of the proposed Project that would result in increased hazards due to a design feature. As such, impacts would be less than significant and no mitigation is warranted.

FIGURE 6-A: PROJECT TRUCK TURNING TEMPLATE



g. Emergency access

No Impact. The proposed Project would develop and operate a grocery market, bank and restaurant that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

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

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

h. Alternative transportation policies

No Impact. As described in Section 1, Land Use and Planning, the proposed development would be consistent with the policies and intent of the General Plan and would not conflict with alternative transportation policies. As evaluated in Section 6.a, Transportation/Traffic, the Project will provide connecting sidewalks and would not conflict with public transit or bicycle travel within the City. There would be no impact, and no mitigation is required.

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

Discussion:

The following section is based on the Biological Technical Report (BTR) and Western Riverside County MSHCP (Multiple Species Habitat Conservation Plan) Consistency Analysis prepared by ECORP Consulting, Inc. dated February 2024, (Appendix G). The Biological Report documents the existing conditions at the project site and immediate vicinity and evaluates the potential for federally protected biological resources to occur on or immediately adjacent to the project site, including any federally listed species, federally protected waters and wetlands, and applicable federal laws and policies (e.g., Federal Endangered Species Act and the Migratory Bird Treaty Act) that apply to the proposed Project.

The purpose of the MSHCP Consistency Analysis is to document the proposed Project's consistency with the goals and objectives of the MSHCP. As the project site is located within the MSHCP area, the project must demonstrate consistency with the MSHCP requirements, including Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures), as applicable. It should be noted that the project site is not located within any MSHCP Criteria Cells; therefore, the project is not subject to the Joint Project Review process, nor Reserve Assembly requirements.

a. Endangered or threatened species/habitat

Potentially Significant Unless Mitigation Incorporated. Biological resources on the Project site were evaluated in the Biological Technical Report and MSHCP Consistency Analysis to ensure the proposed Project is consistent with the MSHCP and to analyze potential impacts to candidate, sensitive, and special-status species and associated habitat. Additionally, the BTR included a field survey conducted on November 21, 2023. The BRTM describes the Project site as consisting of disturbed, vacant land characterized by disturbed/developed areas.

The Project site is located within the boundaries of the Western Riverside County Multiple Species Conservation Plan (MSHCP). Therefore, the Project is required to demonstrate consistency with the MSHCP. The MSHCP consistency analysis identified that the Project site is not located within a MSHCP Criteria Cell or Cell Group. Further, the Project site is not located within plan-defined areas requiring surveys for criteria area species, narrow endemic species, amphibian species, or mammalian species, including burrowing owl. As part of the survey, the Project site was evaluated for the presence of native habitats that may support populations of sensitive wildlife and plant species. The property was also evaluated for the presence of sensitive habitats including wetlands, vernal pools, riparian habitats, and jurisdictional areas.

No special status plant or wildlife species, nor wetlands, vernal pools, riparian habitats or jurisdictional areas were observed during the biological reconnaissance (BTR/MSHCP Analysis, 2024).

The Project site is surrounded by commercial development to the east and south, and residential development to the north and west. Disturbances observed on the Project site include previous mechanical disturbances (e.g., ground disturbance via machinery), remnants of former development including broken cement and asphalt parking lots, trash, and nonnative plant species. Non-native vegetation present on the site was either planted for landscaping purposes or likely became established through human movement (e.g., Russian thistle [Salsola australis]). The northernmost part of the Project Site consists of a former residence that was either removed or fell into disrepair and currently consists of a dirt lot with a dilapidated shed. (BTR/MSHCP Analysis, 2024).

Special Status Species

Of the 42 special-status plant species identified in the literature search, all are presumed absent from the Project site. Therefore, no additional surveys or mitigation were required. Furthermore, the Project site is neither located in a Criteria Area nor a MSHCP-designated Narrow Endemic Plant Species Survey Area (NEPSSA). No impacts to special-status plant or Criteria/Narrow Endemic plant species are expected to occur as a result of the proposed Project.

Of the 54 special-status wildlife species identified in the literature search, one was determined to have a high potential to occur, one has a moderate potential to occur, one has a low to moderate potential to occur, and the remaining 51 species are presumed absent from the Project site. Cooper's hawk was found to have a high potential for occurrence and is considered an adequately conserved species under the MSHCP. The large gum trees and other ornamental trees located within the Project Site could provide suitable foraging and nesting habitat for this species, in addition to other nesting birds and raptors protected by the MBTA and California Fish and Game Code. Ground-disturbing construction activities could directly affect nesting birds and other birds protected by the MBTA and their nests through habitat removal on the Project Site, and indirectly through increased noise, vibrations, and increased human activity if any tree or vegetation removal needs to occur during the bird breeding season (January 15-September 15). Potential impacts to sensitive bird species and/or nesting birds would be less than significant with the implementation of **Mitigation Measure (MM) BIO-1.**

The project site is not in a designated burrowing owl survey area of the MSHCP. However, burrowing owl was found to have a low to moderate potential for occurrence. There is limited foraging and burrowing habitat on the project site although the vacant grass lots present within the project site could be suitable for the species. There were no California ground squirrels or burrows observed during the field survey conducted by the ECORP personnel; however, the vacant grass lots provide potential for small mammals, including grown squirrels to burrow. . Also, there are multiple records of burrowing owl occurring within 5 miles of the project site, with the closest occurrence from 2007 occurring less than a mile away. Therefore, due to the highly mobile nature of the species and the multiple recent occurrences within 5 miles of the Project Site, a preconstruction burrowing owl survey is recommended **(MM BIO-2).** With implementation of MM BIO-2, impacts to the burrowing owl would be less than significant.

Western yellow bat was found to have a moderate potential for occurrence. Any activities resulting in bat mortality (i.e., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered take as defined in Section 86 of the California Fish and Game Code. Impacts to maternity roosting sites of any native bat species, regardless of status, may be considered a significant impact to a native wildlife nursery site under CEQA. In order to avoid potentially significant impacts to bats classified as SSC or to maternity colonies of non-SSC bats, a bat survey is recommended **(MM BIO-3).** With implementation of MM BIO-3, impacts to bats would be less than significant.

Additionally, the shrubs and trees on and immediately adjacent to the Project site could provide nesting habitat for nesting birds and raptors protected by the MBTA and California Fish and Game Code. If construction of the proposed Project occurs during the bird breeding season (January 15 - September 15), ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat on the Project Site, and indirectly through increased noise, vibrations, and increased human activity. Impacts to nesting birds would be less than significant with the implementation of **MM BIO-1.**

b. Riparian habitat or other sensitive natural community

No Impact. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year." Riparian/Riverine areas as defined by the MSHCP were not present within the survey area, as identified in the BTR and the MSHCP Consistency Analysis, and therefore no impacts were identified.

c. Adversely affects federally protected wetlands

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. No surface waters, wetlands, or riparian habitats were observed during the biological reconnaissance, and based on a review of the National Wetlands Inventory (NWI), there are no mapped wetlands on the study area (USFWS 2024c).

The Project site and adjacent areas are located within a developed urban area and do not contain natural wetlands as identified in the Biological Technical Report. Therefore, the Project would not result in impacts to wetlands.

d. Interferes with wildlife corridors or migratory species

Potentially Significant Unless Mitigation Incorporated. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. As mentioned previously, the Project site is disturbed and is surrounded by developed land uses. Further, no wildlife movement corridors were found to be present on the Project site nor does the Project site support conditions for migratory wildlife corridors or linkages (BTR, 2024). There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. Thus, implementation of the Project would not result in impacts related to wildlife movement or wildlife corridors.

However, the Project site contains suitable roosting habitat and some ornamental trees that could provide nesting habitat for nesting bird species that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between January 15 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, **MM BIO-1** has been included. With implementation of **MM BIO-1**, potential impacts to nesting birds would be less than significant.

e. Conflict with local biological resource policies or ordinances

Less Than Significant Impact. The proposed Project would not conflict with any City of Corona ordinances or policies protecting biological resources. The Project would be subject to City of Corona Municipal Code Chapter 16.33 (Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee), which requires a payment of a fee that is used for the acquisition and preservation of vegetation communities and natural areas known to support plant and wildlife species covered by the MSHCP. The Project also would not conflict with Section 12.22.080 (Heritage Trees) of the City's Municipal Code, as none of the existing trees on site comprise "Heritage" trees. Accordingly, no impact would occur.

f. Conflict with any habitat conservation plan

Potentially Significant Unless Mitigation Incorporated. The Project site is located within the boundaries of the MSHCP; therefore, it is subject to applicable provisions of the MSHCP as specified in response (a) above. The MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The Project site is not within the MSHCP Criteria Area; therefore, no Cell or Criteria analysis is required. No sensitive plant or sensitive/protected animal species were identified on-site during the field survey, and no on-site riparian or riverine areas were detected on the Project site. However, it is possible nesting birds may utilize the site at various times since ornamental trees and non-native grassland on the study area provide suitable foraging and nesting habitat for a number of resident native and migratory bird species protected under the MBTA.

Therefore, to reduce the potential project-related effects to nesting birds, **MM BIO-1** has been included to ensure any impacts to nesting birds are reduced to less than significant levels. In summary, implementation of the proposed Project would not conflict with the MSHCP; as such, impacts would be less than significant.

Mitigation Measures

MM BIO-1: **Pre-Construction Nesting Bird Survey.** If grading activities occur within the active breeding season for birds (January 15-September 15), the applicant shall retain a qualified biologist that is familiar with local birds and their nesting behaviors to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The nesting bird survey shall be submitted to the City of Corona Planning and Development Department, Planning Division prior to issuance of a grading permit. The nesting bird survey shall include the Project Site and areas immediately adjacent to the site that could potentially be affected by Project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g. 200 feet and/or subject to the

recommendations of the qualified biologist), and a biological monitor shall visit the site once a week during ground disturbing activities to ensure all fencing is in place and no nesting birds are being impacted.

MM BIO-2: **Burrowing Owl Survey**. Prior to the issuance of a grading permit, the applicant shall submit a 30-day preconstruction survey to the City of Corona Planning & Development Department, Planning Division to ensure that no burrowing owls have colonized the site in the days or weeks preceding Project activities. If burrowing owls are found to have colonized the Project Site prior to the initiation of construction, the Project applicant shall immediately inform the City of Corona Planning & Development Department, Western Riverside County Regional Conservation Authority (RCA) and the Wildlife Agencies prior to initiating ground disturbance. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey shall again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination with the City of Corona, RCA and/or Wildlife Agencies shall be necessary.

MM BIO-3: **Tree Avoidance and Removal Process.** If trees are scheduled to be removed (e.g., relocating) and/or modified (i.e., trimming), the applicant shall retain a qualified bat biologist to determine if the trees are suitable for bat roosting. If the trees scheduled for removal are determined to be suitable for bat roosting, these activities shall be scheduled during seasonal periods of bat activity - September 1 to October 15 - or when evening temperatures are above 45 degrees Fahrenheit, and rain is less than ½ inch in 24 hours; or between March 1 to April 1 with the same parameters.

1. If tree removal/modification occurs during the maternity season (generally April 15 to August 31), a qualified bat biologist shall conduct a focused emergence survey(s) of the tree(s) within 48 hours of scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biological monitor has determined the roost is no longer active.

2. If work is expected to occur outside of the bat maternity season, work adjacent to trees suitable as bat habitat can continue without additional surveying efforts. If trees with suitable bat roosting habitat are scheduled for removal or relocation, tree removal during the weather parameters described above using the two-step method shall be conducted:

    - As much as feasible, vegetation and trees within the area that are not suitable for roosting bats shall be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat. Two-step tree removal shall occur over two consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice, or exfoliating bark habitat on habitat trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no dozers, backhoes). The following day (Day 2), the remainder of the tree is to be felled/removed. The intention of this method is to disturb the tree with noise and vibration on Day 1 during branch removal. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats.

8. MINERAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Loss of mineral resource or recovery site	☐	☐	☐	☒

Discussion:

a. Loss of mineral resource or recovery site

No Impact. According to the California Department of Conservation (CDOC), the Project site is in an area generally classified as Sand and Gra vel Resource Area and Gravel Resource Areas. Although the region is classified for these resources, the Project site is not currently or planned for mineral extraction. Additionally, according to the City of Corona's General Plan 2020-2040, mineral extraction has been a part of Corona's history since 1888, when the Temescal Rock Quarry was opened to furnish rock for streets in Los Angeles and other nearby towns. Mineral resources found in the City of Corona have included crushed rock, sand, and gravel and small amounts of silver, lead, zinc, coal, and gypsum. The

Project site is in an area classified as Mineral Resource Zone 4 (MRZ-4) which includes areas where available information is inadequate for assignment to any other zone. Therefore, minerals may be present, but information is not available to make a determination. However, the Project site is not currently used or planned for mineral extraction. As such, the Project would result in no impact.

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

Discussion:

The following section is based on the Phase I Environmental Site Assessments (ESAs) prepared by EEC Environmental, dated October 18, 2021 and November 29, 2021, and the corresponding Limited Subsurface Assessments also prepared by EEC Environmental dated December 9, 2021 and January 24, 2022, respectively; additionally, this section is based on the Phase 1 ESA prepared by Ramboll, dated May 2025. All documents are included as Appendix H.

a. Transport, use, or disposal of hazardous materials

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

The proposed project includes the construction of a 40,000 square foot Northgate Gonzalez Market and remodel of an existing 6,930 square foot vacant Citizens bank building into a bank/restaurant. Construction activities would be temporary and could involve transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements that are implemented by the city during building permitting for construction activities. These regulations include: the federal Occupational Safety and Health Act and

Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Operation

The Project would involve the operation of a 40,000 square foot Northgate Gonzalez Market and 6,930 square foot commercial use. The Project would be subject to compliance with applicable federal, state, and local laws (including Title 49 of the CFR) and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste. Future tenants of the proposed Project would be required to comply with existing regulations, standards, and guidelines established by the US Environmental Protection Agency, State of California, County of Riverside, Corona Fire Department and City of Corona related to storage, use, and disposal of hazardous materials, which would reduce the potential risk of hazardous materials exposure. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

b. Risk of accidental release of hazardous materials

Less than Significant Impact. The Phase I Environmental Site Assessments (ESAs) prepared by EEC Environmental, dated October 18, 2021 and November 29, 2021, recommended limited subsurface assessments to address recognized environmental conditions (RECs). The Limited Subsurface Assessments (LSAs) prepared by EEC Environmental dated December 9, 2021, and January 24, 2022, respectively, concluded that the identified RECs do not appear to have impacts on the subsurface that would result in regulatory action or will affect the future use or redevelopment of the site, based on the site remaining as a commercial/industrial property. Based on the findings of both LSAs, EEC recommended no further investigation be performed at this time. A separate Phase I Environmental Site Assessment (ESA) was conducted for the Project site by Ramboll, dated May 2025. This Phase I ESA did not identify any recognized environmental conditions (RECs), controlled RECs, historic RECs or De Minimis Conditions.

The Phase I ESA dated October 18, 2021, for 225 W. Sixth Street, identified that the Project site was developed with a single family home in 1895. From 1911 through the 1970s the site was developed with a lumber mill company, auto repair shop, machine shop, gas station and various commercial uses. By 1981, the subject property was redeveloped with the existing bank building, drive-up ATM, and parking lot.

The Phase 1 ESA dated November 29, 2021, for four parcels (410 S. Main Street, 323 S. Belle Avenue, 332 S. Washburn Avenue and a vacant lot) identified that the Project site was developed was previously developed with industrial buildings that were occupied by a machine shop and other metalworking companies from the 1930s to early 1990s. From the mid-1990s to 2000s, the buildings on the south portion of the subject property were occupied by a sign and lighting company, carpet shop, and drapery and upholstery shop. The buildings on the south portion of the subject property were demolished in 2013 and only building pads remain. The north portion of the subject property is now vacant as two single family homes were recently demolished.

The Phase I ESA dated May 2025, for eight parcels (six on South Belle Ave., one at 450 S. Main St. and one at 215 W. Fifth St.). The site was used for residential and agricultural purposes since at least the 1890s through the 1980s and 2000s, when the residences were demolished. A strip mall was constructed on the eastern half of the site in the mid-to late-1980s. The current site building has been used for commercial (retail/office/restaurant) operations since its construction. The site building is currently occupied by four tenants including a collectibles store (Mancave Museum), a beauty salon (Carolina's Beauty Salon), a restaurant (Super Taco), and a liquor store (Jashua Liquor), as well as a vacant space.

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit. Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

•Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;

•Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;

•Avoiding overtopping construction equipment fuel tanks;

•Properly containing and removing grease and oils during routine maintenance of equipment; and

•Properly disposing of discarded containers of fuels and other chemicals.

Operation

As described previously, the Project would involve the operation of a 40,000 square foot Northgate Gonzalez Market and 6,930 square foot commercial use. The Project would be subject to compliance with applicable federal, state, and local laws (including Title 49 of the CFR) and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste. Future tenants of the proposed Project would be required to comply with existing regulations, standards, and guidelines established by the US Environmental Protection Agency, State of California, County of Riverside, Corona Fire Department and City of Corona related to storage, use, and disposal of hazardous materials, which would reduce the potential risk of hazardous materials exposure. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

c. Hazardous materials/ emissions within one-quarter mile of an existing or proposed school

Less than Significant Impact. The nearest school to the Project site is St. Edward's Catholic Church located within .16 miles to the west of the Project site. However, as described previously, construction and operation of the Project would involve the use, storage, and disposal of small amounts of hazardous materials on the Project site. These hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed above, and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

d. Located on a hazardous materials site

Less Than Significant Impact. Government Code§ 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update these lists, at least annually. These lists are collectively referred to as the "Cortese List" and contain the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.
- SWRCB Cease and Desist Orders (CDOs) and Cleanup and Abatement Orders (CAOs).
- Hazardous waste facilities are subject to corrective action pursuant to§ 25187.5 of the Health and Safety Code, identified by DTSC.

EEC contracted EDR to perform a regulatory database review for the subject property and surrounding properties up to 1.0 mile from the subject property. The purpose of the database review is to identify sites of potential environmental concern, such as leaking underground storage tank (LUST) sites; spills, leaks, investigation, and cleanup (SLIC) sites; historical gasoline service stations and dry cleaners; hazardous waste sites; landfills; and sites that are currently under investigation for environmental violations. Within the Phase I ESA dated October 18, 2021, the historical subject property addresses of 217-219 W. 6th Street were identified on the EDR Hist Auto database. According to the database, the following auto repair companies were identified on the subject property: Star Garage & Machine Works in 1924, Fink S. Garage and Machine Shop in 1927, and Smith J. C. in 1939. No other information was provided in the listings. EEC evaluated all adjoining or nearby sites listed on the database for their potential to impact the subject property.

The Phase 1 ESA for 225 W. Sixth Street revealed the following RECs in connection with the subject property.

- Potential for undocumented releases as a result of the former use of the subject property as a lumber and milling company, gasoline service station, auto repair garage, machine shop, and laundromat.
- Potential impacts to the subject property from former adjacent gasoline service stations and former nearby dry cleaner.

Based the results of this assessment, the Phase 1 ESA recommended a limited subsurface assessment to address the onsite and offsite RECs. The Limited Subsurface Assessment (LSA) prepared by EEC Environmental dated December 9, 2021, concluded that the identified RECs do not appear to have impacts on the subsurface that would result in regulatory action or would affect the future use or redevelopment of the site, based on the site remaining as a commercial/industrial property. Therefore, based on the findings of the LSA, EEC recommended no further investigation be performed at this time.

Within the Phase 1 ESA dated November 29, 2021, the subject four parcels were not identified within the Cortese list and the addresses were not in any of the databases searched. EEC evaluated all adjoining or nearby sites listed on the database for their potential to impact the subject property. With the exception of a former dry cleaner located at 310 S. Main St., the previous surrounding uses are not expected to represent an environmental concern. This assessment revealed the following REC in connection with the subject property.

- Potential for undocumented releases as a result of the former use of the subject property as a machine shop and metalworking facility.

Additionally, this assessment identified the following offsite REC:

- Potential impacts to the subject property from a nearby dry cleaner.

Based the results of this assessment, EEC recommended a limited subsurface assessment to address the onsite and offsite RECs. The Limited Subsurface Assessment (LSA) prepared by EEC Environmental dated January 24, 2022, concluded that the identified REC does not appear to have impacts on the subsurface that would result in regulatory action or would affect the future use or redevelopment of the site, based on the site remaining as a commercial/industrial property. Therefore, based on the findings of the LSA, EEC recommended no further investigation be performed at this time.

As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would be less than significant. Therefore, no mitigation is required.

e. Conflict with an airport land use plan

No Impact. The closest airport is the Corona Municipal Airport, which is approximately 2.10 miles southeast of the Project site. The Project site is not located within any land use compatibility zone for the nearest airport, nor is it within an airport safety zone. Therefore, the Project would not result in a safety hazard for people residing or working in the Project areas, and no impacts would occur. No mitigation is required.

f. Impair emergency response plans

Less than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveway, S. Main Street, W. Sixth Street and S. Belle Avenue would remain open to ensure adequate emergency access to the Project area and vicinity. Impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant. Therefore, no mitigation is required.

Operation

Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from S. Main Street and W. Sixth Street, both are 4-lane roadways, and from S. Belle Avenue, a 2-lane roadway, that is adjacent to the Project site. The interior roadway would be designed to accommodate fire department access in coordination with the City fire authorities and would be a minimum of 28 feet wide. The Project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) included as Chapter 15.12 in the City's Municipal Code. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. Therefore, no mitigation is required.

g. Increase risk of wildland fires

No Impact. According to the California Fire Hazard Severity Zones mapping, the Project site is not within a Very High Fire Hazard Severity Zone. Additionally, the Project site is located within an urbanized area, with development surrounding the

project site on all four sides, and development of the site with residential uses would not result in impacts related to the exposure of people or structures to loss, injury, or death involving wildland fires. Therefore, no impacts would occur. Refer to additional wildfire analysis under Section 19, Wildfire.

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

Discussion:

The discussion below is based on the Noise Impact Assessment prepared by ECORP Consulting, Inc., dated November 2024 (Appendix I). The following noise regulatory setting includes local, state, and federal standards applicable to the Project site.

Existing Ambient Noise Levels

As detailed in the Noise Impact Assessment, in order to quantify existing ambient noise levels in the Project Area, ECORP Consulting, Inc. conducted five short-term noise measurements (15-minutes) on the morning of March 20, 2024. These short-term noise measurements are representative of typical existing noise exposure within and immediately adjacent to the Project Site during the daytime (see Figure 13 for a visual representation of the measurement locations). The average noise levels at each location are listed in Table 10-A.

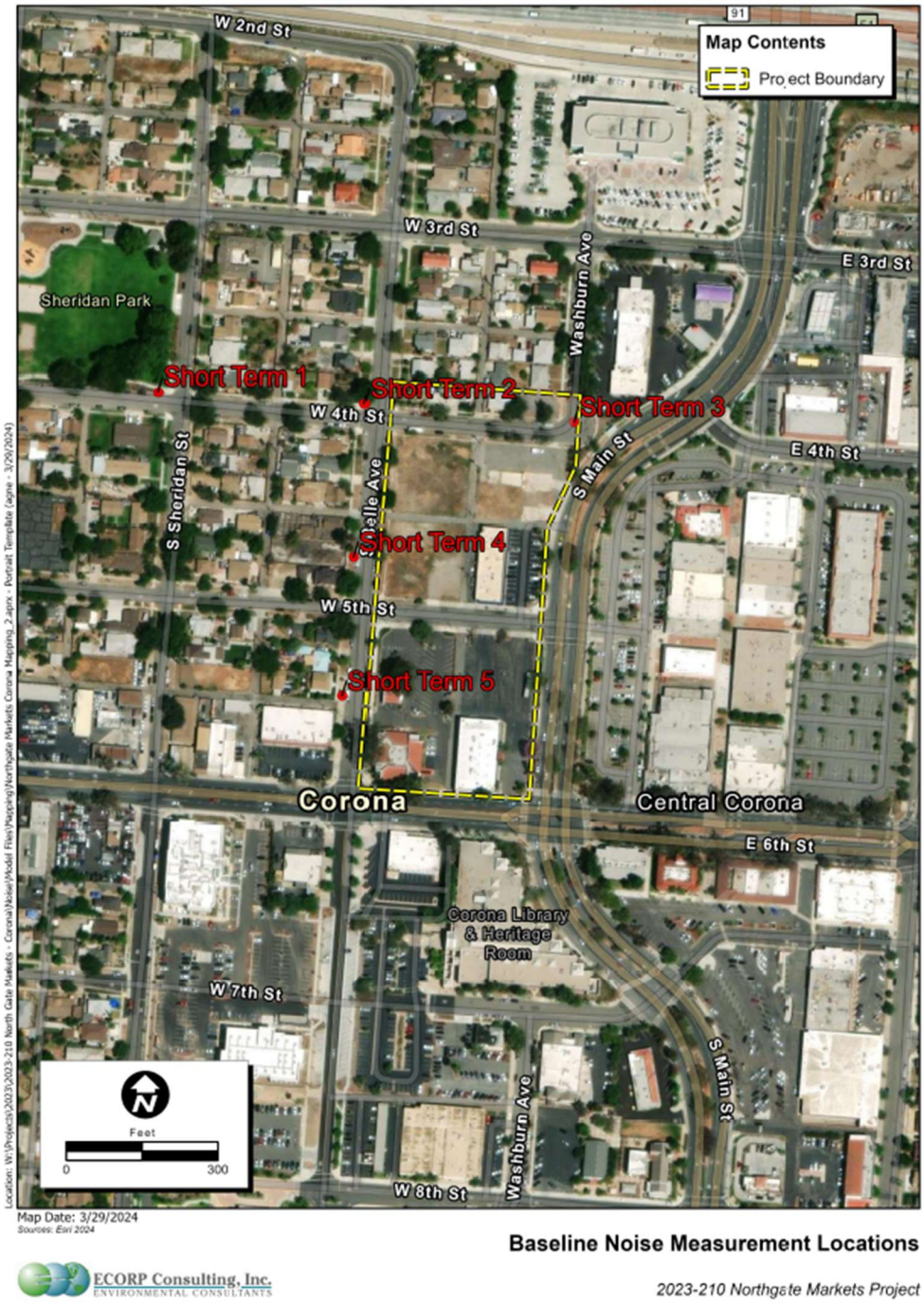
TABLE 10-A: EXISTING AMBIENT NOISE MEASUREMENTS

Location Number	Location	L_{eq} dBA	L_{min} dBA	L_{max} dBA	Time
1	Northwest corner of 4th Street and Sheridan Street	**56.2**	52.7	71.9	10:24 a.m. – 10:39 a.m.
2	Northwest intersection of 4th Street and Belle Avenue	**58.5**	53.8	72.4	10:44 a.m. – 10:59 a.m.
3	Northwest intersection of 4th Street and Washburn Avenue	**60.8**	57.5	75.7	11:01 a.m. – 11:16 a.m.
4	On sidewalk west of Belle Avenue, 50 feet north of 5th Street	**67.9**	54.3	81.8	11:20 a.m. – 11:35 a.m.
5	Parkway west of Belle Avenue, approximately 200 feet north of 6th Street	**58.1**	53.7	68.8	11:37 a.m. – 11:53 a.m.

Source: Measurements were taken by ECORP with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Attachment A for noise measurement outputs.

Notes: L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. L_{min} is the minimum noise level during the measurement period and L_{max} is the maximum noise level during the measurement period.

FIGURE 13: NOISE MEASUREMENT LOCATIONS



As shown in Table 10-A, the ambient recorded noise levels range from 56.2 dBA to 67.9 dBA Leq over the course of the five short-term noise measurements taken in the Project vicinity in March of 2024. The most common noise in the Project vicinity is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles) on the local surrounding roadways such as Main Street and Belle Avenue.

City of Corona General Plan Noise Element

The Noise Element of the General Plan provides policy direction for minimizing excessive noise within the community and aims to protect residents, visitors, and noise-sensitive land uses from health impacts. By identifying noise-sensitive land uses and establishing noise level compatibility guidelines for land uses, noise considerations will influence the general distribution, location, and intensity of future land uses. The result is that effective land use planning and mitigation can alleviate the majority of noise problems. The following goals and policies have been identified to be applicable to the Proposed Project:

Goal N-1: *Protect residents, visitors, and noise-sensitive land uses from the adverse human health and environmental impacts created by excessive noise levels from transportation sources by requiring proactive mitigation.*

Policy N-1.1: *Reduce noise impacts from transportation noise sources through the design and daily operation of arterial road improvements, enforcement of state motor vehicle noise standards, and other measures consistent with funding capabilities.*

- *Require site design features and structural building enhancements in the development of residential and other "noise sensitive" land uses that are to be located adjacent to major roads or railroads.*

Policy N-1.5: *Require new nonresidential development that attracts noise-generating vehicles (e.g., high volumes of traffic, trucking) to design and configure onsite ingress and egress points to divert traffic away from "noise sensitive" land uses, to the greatest extent practicable.*

Goal N-2*: Prevent and mitigate the adverse impacts of excessive ambient noise exposure, including vibration on residents, employees, visitors, and "noise sensitive" land uses.*

Policy N-2.1: *Consider noise and vibration levels in land use planning decisions to prevent future noise and vibration and land use incompatibilities. Considerations may include, but not necessarily be limited to, standards that specify acceptable noise limits for various land uses noise reduction features, acoustical design in new construction, and enforcement of the California Standards Building Code provisions for indoor and outdoor noise levels.*

Policy N-2.3: *Require new industrial and new commercial land uses or the major expansion of such uses to demonstrate that ambient noise levels will not exceed an exterior noise level of 65 dBA CNEL on areas containing "noise sensitive" land uses as depicted in [Table 4-1].*

Policy N-2.6: *Require development that generates increased traffic and substantial increases in ambient noise levels adjacent to noise sensitive land uses to provide appropriate mitigation measures in accordance with the acceptable limits of the City Noise Ordinance.*

Policy N-2.7: *Require construction activities that occur in close proximity to existing "noise sensitive" uses, including schools, libraries, health care facilities, and residential uses, to limit the hours and days of operation in accordance with the City Noise Ordinance.*

Goal N-3: *Discourage the spillover or encroachment of unacceptable noise levels from mixed use, commercial, and industrial land uses on to noise sensitive land uses.*

Policy N-3.1: *Provide for the reduction in noise impacts from commercial and industrial operations as controlled and enforced through the City Noise Ordinance.*

Policy N-3.2: *Incorporate noise reducing designs into new or remodeled commercial and industrial projects. Measures should include, but not be limited, to:*

- *Sound barriers in front of HVAC units and other similar outdoor mechanical equipment.*
- *Increase setbacks and buffering of parking areas and primary on-site access drives from adjacent residential areas and other sensitive uses to the maximum extent feasible with walls, fences, berms, and/or adequate landscaping.*
- *Require vehicle access to commercial or industrial land uses abutting existing or planned residential areas be located at the maximum practical distance from residential areas.*
- *Orient loading and unloading ramps and drop off zones away from noise sensitive land uses.*

Policy N-3.4: *Require that restaurants/bars implement operational measures to control the activities of their patrons on-site and within a reasonable distance from the establishment in order to minimize potential noise-related impacts on adjacent residential neighborhoods.*

Policy N-3.5: *Require mixed-use structures incorporating commercial or institutional and residential uses, or industrial uses adjacent to noise and vibration sensitive uses minimize, through design and construction technology, the transfer or transmission of noise and vibration from the commercial, institutional, or industrial use to the residential land use.*

The Noise Element contains standards for interior and exterior noise for a variety of land uses, shown in Table 10-B below.

TABLE 10-B: CITY OF CORONA INTERIOR AND EXTERIOR NOISE STANDARDS

Land Use Categories		Average CNEL	
Categories	**Uses**	**Interior[1]**	**Exterior[2]**
Residential	Single Family, Duplex, Multiple Family	45[3]	65
	Mobile Home	NA	65[4]
Commercial; Industrial; and Institutional	Hotel, Motel, Transient Lodging	45	65[5]
	Commercial Retail, Bank, Restaurant; Sports Club	55	NA
	Office Building, Research and Develop., Professional Offices, City Offices	50	NA
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	NA
	Gymnasium (Multipurposed)	50	NA
	Manufacturing, Warehouse, Wholesale, Utilities	65	NA
	Movie Theatres	45	NA
Institutional	Hospital, Schools' classroom	45	65
	Church, Library	45	NA
	Parks	NA	65

Source: City of Corona General Plan 2020.
Notes:
[1] Indoor environment excluding bathrooms, toilets, closets, corridors.
[2] Outdoor environment limited to: private yard of single family, multi-family private patio or balcony that is served by a means of exit from inside, mobile home park, hospital patio, park's picnic area, school's playground, and hotel and motel recreation area.
[3] Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the Uniform Building Code (UBC).
[4] Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
[5] Except those areas affected by aircraft noise.

City of Corona Municipal Code

Noise Standards

The City's standards for noise impacts in neighboring residential areas are found in Chapter 17.84.040 of the City's Municipal Code, which sets forth exterior and interior noise limits of 65 dBA CNEL and 45 dBA CNEL, respectively, for transportation noise sources, such as roadway and airport, at residential and other sensitive land uses. Performance standards for stationary noise sources are summarized in Table 10-C.

TABLE 10-C: STATIONARY NOISE STANDARDS

Types of Land Use	Maximum Allowable Noise Levels			
	Exterior Noise Level (L)		Interior Noise Level (L)	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	-	-
Industrial, Manufacturing, Agricultural	75 dBA	70 dBA	-	-

Construction Noise Standards

The City has set restrictions to control noise impacts associated with the construction of the proposed Project. According to Section 17.84.040(D)(2), Construction noise, construction noise is prohibited between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday, and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays. Construction noise is defined as noise, which is disturbing, excessive or offensive and constitutes a nuisance involving discomfort or annoyance to persons

of normal sensitivity residing in the area, which is generated by the use of any tools, machinery or equipment used in connection with construction operations.

Operational Noise Standards

The City of Corona Municipal Code, Section 17.84.040, *Noise*, provides noise control guidelines for determining and mitigating non-transportation or stationary-source noise impacts from operations at private properties. The City of Corona Municipal Code defines *Stationary Noise Source Standards* in Section 17.84.040(C)(2), Table 1, for different land uses. For noise-sensitive residential properties, the Municipal Code identifies operational noise level limits for the daytime hours (7:00 a.m. to 10:00 p.m.) and for the nighttime hours (10:00 p.m. to 7:00 a.m.). Refer to Table 4-2 (Stationary Noise Standards) above.

The noise levels, as shown in Table 10-C, when measured on any adjacent property, shall not exceed:

a. The noise standard for a cumulative period of more than 30 minutes in any hour;
b. The noise standard for plus 5 dB for a cumulative period of more than 15 minutes in any hour;
c. The noise standard for plus 10 dB for a cumulative period of more than 5 minutes in any hour;
d. The noise standard for plus 15 dB for a cumulative period of more than 1 minute in any hour;
e. The noise standard plus 20 dB for any period of time.

Refer to Table 10-D.

TABLE 10-D: OPERATIONAL NOISE STANDARDS

Jurisdiction	Land Use	Time Period	Exterior Noise Level Standards (dBA Leq)[2]				
			L_{50} (30 mins)	L_{25} (15 mins)	L_8 (5 mins)	L_2 (1 min)	L_{max} (Anytime)
City of Corona[1]	Residential	Daytime	55	60	65	70	75
		Nighttime	50	55	60	65	70
	Commercial	Daytime	65	70	75	80	85
		Nighttime	60	65	70	75	80
	Industrial	Daytime	75	80	85	90	95
		Nighttime	70	75	80	85	90

[1] City of Corona Municipal Code, Section 17.84.040 Noise (Appendix 3.1).
[2] The percent noise level is the level exceeded "n" percent of the time during the measurement period. L50 is the noise level exceeded 50% of the time.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Construction Vibration Standards

To analyze the vibration impacts originating from the construction of the Project, vibration from construction activities is typically evaluated against standards established under a City's Municipal Code. The City of Corona Municipal Code, Section 17.84.050, identifies a vibration velocity standard of 0.05 in/sec root-mean-square (RMS) for sensitive land uses which is used in this analysis as the basis for determining the relative significance of potential Project related vibration impacts. Typically, the human response at the perception threshold for vibration includes annoyance in residential areas as previously shown on Exhibit 2-B, when vibration levels expressed in vibration decibels (VdB) approach 75 VdB. The City of Corona, however, identifies a vibration perception threshold of 0.05 in/sec at any point on the affected property. For vibration levels expressed in velocity, the human body responds to the average vibration amplitude often described as the root-mean-square (RMS). Therefore, the City of Corona vibration standard of 0.05 in/sec in RMS velocity levels is used in this analysis to assess the human perception of vibration levels due to Project-related construction activities.

a. Exceed noise level standards

Less than Significant Impact. As described above, City of Corona Municipal Code Section 17.84.040 prohibits construction noise between the hours of 8:00 p.m. and 7:00 a.m., Monday through Saturday, and 6:00 p.m. to 10:00 a.m. on Sundays and City observed federal holidays. The Project would comply with the City's construction hours regulations, as required by standard City Conditions of Approval. Construction activities are anticipated to last approximately 24 months.

Onsite Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the specific nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavation,

paving). Noise generated by construction equipment, including earth movers, pile drivers, and portable generators, can reach high levels. During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The nearest sensitive receptors to the Project Area include residences directly adjacent to the north of the Project Site. There are also sensitive residential receptors located directly across S. Belle Avenue to the west. As previously mentioned, the Municipal Code's Section 17.84.040 prohibits construction noise between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays. In order to remain compliant with the City's regulations, the Proposed Project would be required to follow these construction guidelines. The city does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptor and in order to evaluate the potential health-related effects (physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH). A division of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities but rather spread throughout the Project Site and at various distances from sensitive receptors. Therefore, this analysis employs FTA guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment simultaneously from the center of the Project Site (FTA 2018), which in this case is approximately 213 feet from the closest single family home west of the Project Site, along S. Belle Avenue. The anticipated short-term construction noise levels generated for the necessary equipment for each phase of construction are presented in Table 10-E.

TABLE 10-E: CONSTRUCTION NOISE LEVELS AT THE NEAREST RECEPTORS

Construction Phase	Average Ambient Noise Level* (dBA L_{eq})	Exterior Construction Noise Level @ Closest Noise Sensitive Receptor (dBA L_{eq})	Existing Ambient Noise + Exterior Construction Noise Levels (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Demolition	60.3	73.9	73.9	*85*	**No**
Site Preparation		75.0	75.0	*85*	**No**
Grading		74.7	74.7	*85*	**No**
Building Construction, Paving, and Painting		78.4	78.4	*85*	**No**

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Attachment C for Model Data Outputs.

Notes: *Average ambient noise levels of the Project Area were estimated using the average L_{eq} of the five short term noise measurement taken on March 20, 2024, and identified in Table 3-1.

Construction equipment used during construction derived from the California Emissions Estimator Model (CalEEMod). CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the Project Site (FTA 2018), which is 213 feet from the nearest sensitive receptor.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown in Table 10-E, the Project's contribution of construction noise combined with the ambient noise environment would not exceed the 85 dBA NIOSH construction noise threshold during any phase of construction at the nearby noise-

sensitive receptors. It is noted that construction noise was modeled on a worst-case basis and is considered in addition to ambient noise levels currently experienced in the Project Area. It is very unlikely that all pieces of construction equipment would be operating at the same time for the various phases of Project construction as well as at the point closest to residences.

Offsite Construction Worker Trips

Project construction would result in temporary additional traffic on adjacent roadways over the period that construction occurs. According to the California Emissions Estimator Model, which is used to predict the number of construction-related automotive trips, the maximum number of Project construction trips traveling to and from the Project Site during a single construction phase would not be expected to exceed 94 daily trips in total. According to Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The Project Site would be accessible via Main Street during construction. According to the City's General Plan's Circulation Element, the portion of Main Street adjacent to the Project Site is classified as a major arterial roadway (6 lanes). Furthermore, according to the Traffic Impact Analysis Report prepared by Linscott, Law, and Greenspan Engineers (2024), Main Street's existing daily traffic volume at the Project Site is approximately 26,227 vehicles. Therefore, the Project's construction trips would not result in a doubling of traffic on the local transportation network, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the Project.

Operational Offsite Traffic Noise

Future traffic noise levels throughout the Project vicinity for the proposed Project were modeled based on the traffic volumes identified by Linscott, Law, and Greenspan Engineers (2024) to determine the noise levels along Project vicinity roadways. Table 10-F shows the calculated offsite roadway noise levels with traffic levels during existing levels and the projected levels of project buildout. The City of Corona does not regulate noise from transportation sources for commercial projects and does not have noise standards for such sources. As such, the thresholds recommended by FICON will be used in this analysis.

- If the existing ambient noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.) are less than 60 dBA CNEL and the project creates a readily perceptible 5 dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards, or
- If the existing noise levels range from 60 to 65 dBA CNEL and the project creates a barely perceptible 3 dBA CNEL or greater noise level increase and the resulting noise level would exceed acceptable exterior noise standards, or
- If the existing noise levels already exceed 65 dBA CNEL and the project creates a community noise
- level increase of greater than 1.5 dBA CNEL.

As shown in Table 5-2, none of the Project vicinity roadway segments would experience both an incremental increase of traffic noise in excess of the FICON standards and a resultant noise level over the applicable exterior noise limit.

TABLE 10-F: PROJECT PREDICTED TRAFFIC NOISE LEVELS

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway		Change	FICON Standard	Applicable Exterior Noise Limit	Exceed Both Standards?
		Existing	Existing + Project				
Main Street							
Between SR-91 EB Ramps and 3rd Street	Commercial	68.2	68.4	+0.2	*>1.5*	*NA*	**No**
Between 3rd Street and 5th Street	Commercial	67.4	67.5	+0.1	*>1.5*	*NA*	**No**
Between 6th Street and 8th Street	Commercial and Public Library Use	66.1	66.2	+0.1	*>1.5*	*NA*	**No**
Between 9th Street and Grand Boulevard	Commercial and Residential	65.5	65.7	+0.2	*>1.5*	*65 dBA*	**No**
Belle Avenue							
North of 3rd Street	Residential	46.6	46.6	+0.0	*>5*	*65 dBA*	**No**
Between 3rd Street and 4th Street	Residential	47.9	50.5	+2.6	*>5*	*65 dBA*	**No**
Between 4th Street and 5th Street	Residential	49.6	51.4	+1.8	*>5*	*65 dBA*	**No**
Between 5th Street and 6th Street	Residential	49.1	49.8	+0.7	*>5*	*65 dBA*	**No**
3rd Street							
West of Belle Avenue	Residential and School	53.2	53.2	+0.0	*>5*	*65 dBA*	**No**
Between Belle Avenue and	Residential	54.8	55.1	+0.3	*>5*	*65 dBA*	**No**
Washburn Avenue							
Between Washburn Avenue and Main Street	Commercial	55.2	55.8	+0.6	*>5*	*NA*	**No**
East of Main Street	Commercial and Residential	54.4	54.4	+0.0	*>5*	*65 dBA*	**No**
4th Street							
West of Belle Avenue	Residential	44.5	44.5	+0.0	*>5*	*65 dBA*	**No**
East of Belle Avenue	Residential	41.0	42.8	+1.8	*>5*	*65 dBA*	**No**
5th Street							
West of Belle Avenue	Residential	45.8	50.2	+4.4	*>5*	*65 dBA*	**No**

TABLE 10-F: PROJECT PREDICTED TRAFFIC NOISE LEVELS

6th Street							
Between Belle Avenue and Crawford Street	Commercial	63.3	63.4	+0.0	>3	*NA*	**No**
Between Main Street and Belle Avenue	Commercial and Public Library Use	61.9	62.2	+0.3	>3	*NA*	**No**
Between Main Street and Grand Boulevard East	Commercial	63.0	63.1	+0.1	>3	*NA*	**No**
8th Street							
East of Main Street	Commercial	54.2	54.2	+0.0	>5	*NA*	**No**
West of Main Street	Residential	50.6	50.6	+0.0	>5	*65 dBA*	**No**
9th Street							
East of Main Street	Commercial	45.7	45.7	+0.0	>5	*NA*	**No**
West of Main Street	Residential	48.8	48.8	+0.0	>5	*65 dBA*	**No**

Operational Onsite Noise

The Project is proposing the redevelopment of the Project Site that would involve the construction and operation of a 40,000 square foot grocery market, a 3,297 square foot restaurant, 3,633 square foot bank, and 261 parking spaces. On-site noise associated with the Proposed Project has been calculated using the SoundPLAN 3D noise model using Project Site Plans provided by the Project proponent. SoundPLAN 3D noise model generates computer simulations of noise situations based on the site's features. Further, SoundPLAN creates noise contour maps using reference noise levels, topography, point and area noise source, mobile noise sources, and intervening structures. The Proposed Project's modeling scenario includes features such as the parking lots, a truck loading spot, and the proposed buildings. The Proposed Project's land uses would primarily operate during daytime hours (7:00 a.m. – 10:00 p.m.). As such, the modeling has accounted for parking lot activity noise during the hours of 7:00 a.m. – 10:00 p.m. The Proposed Project site plans indicate a truck loading spot adjacent to the grocery store building on the site. Because grocery stores may restock at any hour of the day, the modeling conservatively assumes that the truck spot would be generating noise at all times of the day. A reference noise measurement representing the parking lot previously taken by ECORP Consulting Inc. A reference noise level for a truck unloading general cargo was accessed from the SoundPLAN Noise Library. Additionally, mechanical equipment, such as heating, ventilation and air conditioning (HVAC) units would be required to be in compliance with the city's daytime (7:00 a.m. to11:00 p.m.) and nighttime (11:00 p.m. to 7:00 a.m.) noise standards of 55 dBA Leq and 50 dBA Leq. Such units would receive greater noise reduction due to additional rooftop parapet shielding and therefore would likely not contribute to the combined noise level.

The City has established exterior noise thresholds for onsite stationary sources, shown in Table 10-B above. The city limits daytime noise to 65 dBA and nighttime noise to 45 dBA for residential receptors. Table 5-2 shows the predicted Project noise levels at fifteen noise-sensitive locations in the Project vicinity, including nearby residences to the north and west of the Project Site and the commercial property to the west of the Project Site, as predicted by SoundPLAN. Additionally, a noise contour graphic for each scenario (see Figure 5-1) has been prepared to provide a visual depiction of the predicted noise levels in the Project vicinity from Project operations.

TABLE 10-G: MODELED OPERATIONAL NOISE LEVELS

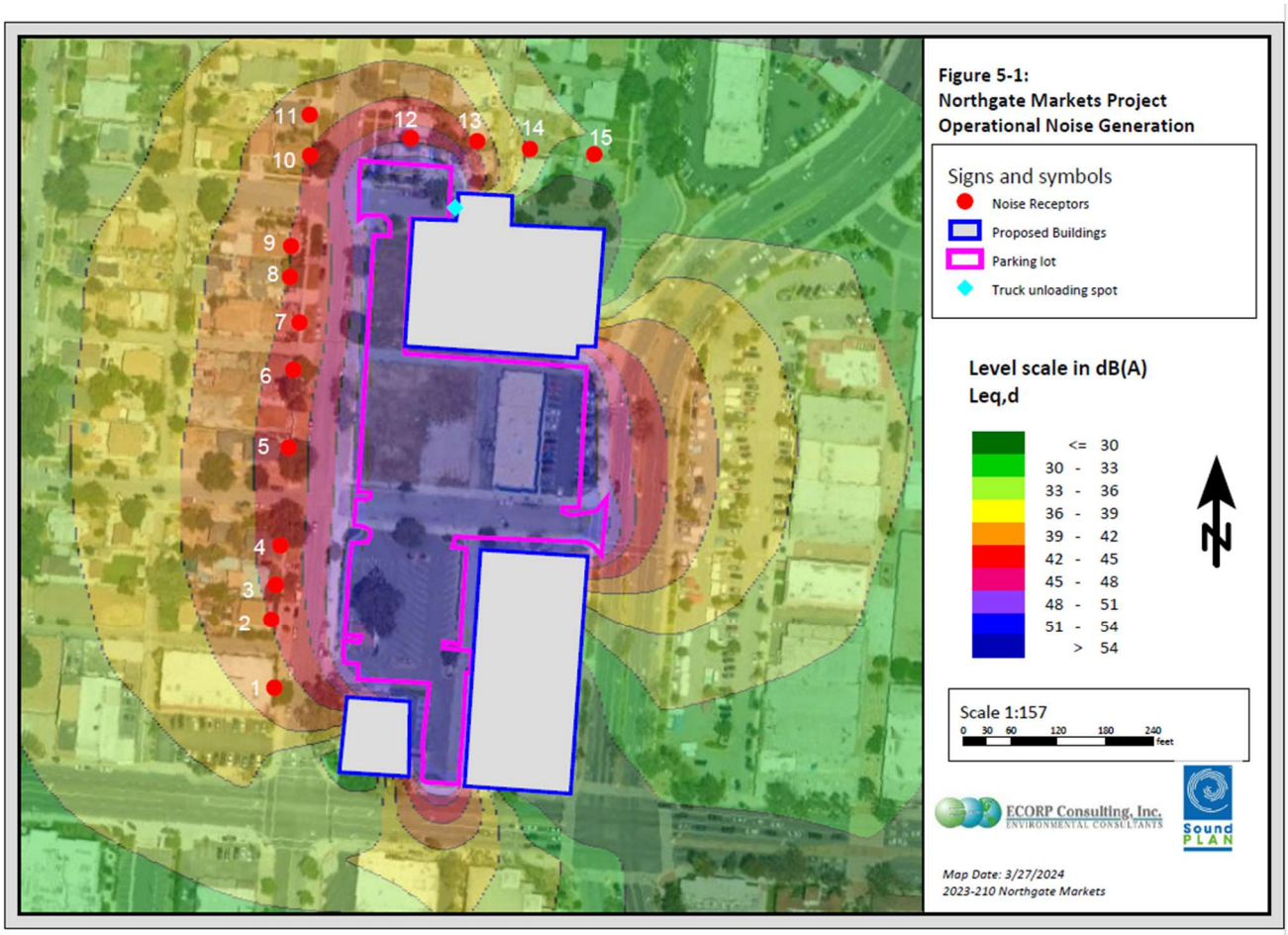
#	Location	Daytime/Nighttime Noise Attributed to the Project (dBA L_{eq})	Daytime/Nighttime Exterior Noise Standards (dBA L_{eq})	Exceed Daytime or Nighttime Exterior Standard?
1	Commercial Building West of Project Site	39.7 / 2.2	*65/NA*	**No**
2	Residence on Belle Avenue	40.0 / 35.3	*65/45*	**No**
3	Residence on Belle Avenue	41.5 / 36.4	*65/45*	**No**
4	Residence on Belle Avenue	41.6 / 33.6	*65/45*	**No**
5	Residence on Belle Avenue	41.4 / 17.2	*65/45*	**No**
6	Residence on Belle Avenue	42.4 / 14.2	*65/45*	**No**
7	Residence on Belle Avenue	42.7 / 14.0	*65/45*	**No**
8	Residence on Belle Avenue	43.1 / 9.8	*65/45*	**No**
9	Residence on Belle Avenue	42.6 / 8.3	*65/45*	**No**
10	Residence on Belle Avenue	42.1 / 6.2	*65/45*	**No**
11	Residence on Belle Avenue	40.8 / 5.5	*65/45*	**No**
12	Residence North of Project Site	34.3 / 15.7	*65/45*	**No**
13	Residence North of Project Site	31.1 / 11.7	*65/45*	**No**
14	Residence North of Project Site	38.9 / 21.5	*65/45*	**No**
15	Residence North of Project Site	44.6 / 39.8	*65/45*	**No**

Source: SoundPLAN v 9.0. Refer to Attachment D for Model Data Outputs.

As shown in Table 10-G, Project operational noise would not exceed the city's exterior noise standards for daytime or nighttime at any location.

As previously discussed, the average daily ambient noise of the area surrounding the Project Site is approximately 60.3 dBA. This noise level is based on the average of the ambient noise measurements taken in the area and is generally representative of the existing noise environment. As shown above in Table 5-2, the Proposed Project would contribute noise levels of approximately 37.4 to 48.5 dBA Leq to the existing ambient environment during the daytime. When accounting for existing ambient noise levels combined with Proposed Project noise contribution, the noise levels attributed to the Project's activities would remain unchanged, ranging between 37.4 to 48.5 dBA. It is likely that the existing ambient noise level of 60.3 dBA would remain, and the Project on-site activities would not influence the ambient noise levels of the area. As previously described, the dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by three dB). These noise levels are still within the city's daytime exterior noise thresholds for onsite stationary sources, shown in Table 10-B above.

FIGURE 10-H: PROJECT OPERATIONAL NOISE GENERATION



Because Project noise levels would not generate a noise level that exceeds the City's thresholds, impacts would be less than significant and no mitigation with respect to noise would be required.

b. Exposure to excessive noise levels/vibrations

Less than Significant Impact.

Construction

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 10-I.

TABLE 10-I: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment Type	VdB at 25 feet
Large Bulldozer	87
Caisson Drilling	87
Pile Driver	93
Loaded Trucks	86
Hoe Ram	87
Jackhammer	79
Small Bulldozer/Tractor	58
Vibratory Roller	94

Source: FTA 2018

The City of Corona provides a threshold for vibration annoyance. In the City's Municipal Code Section 17.84.050, Vibration, it states that the vibration annoyance threshold for all projects is 0.05 inches per second RMS. This is also the level at which vibrations may begin to annoy people in buildings. Vibration annoyance (measured in VdB) focuses on human perception, as discussed in Section 2.2.1, Vibration Sources and Characteristics. The VdB equivalent of 0.05 inches per second RMS is 94 VdB (Federal Transit Administration (FTA) 2018).

The nearest structure of concern to the construction site are single-family homes north of the Project Site and is approximately 213 feet from the center of the Site. Based on the representative vibration levels presented for various construction equipment types in Table 10-I and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. Table 10-J presents the expected Project-related vibration annoyance levels at a distance of 213 feet.

TABLE 10-J: CONSTRUCTION VIBRATION ANNOYANCE LEVELS AT 213 FEET

Receiver VdB Levels					Peak Vibration	Threshold	Exceed Threshold?
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Pile Driver	Vibratory Roller			
59	58	51	65	66	**66**	*94*	**No**

Notes: FTA 2018. Distance to the nearest structure of concern is approximately 213 feet measured from Project Site center.

As shown in Table 10-J, vibration as a result of onsite construction annoyance activities on the Project Site would not exceed 94 Vdb (or 0.05 inches per second RMS) at the nearest structure. Thus, onsite Project construction would not exceed the recommended threshold.

Operations

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. The Project would not attract large numbers of heavy-duty trucks or include heavy-duty stationary equipment. Therefore, the Project would result in negligible groundborne vibration impacts during operations.

c. Permanent increase in ambient noise levels

Less than Significant Impact. Please refer to the analysis of Section 10.a. As previously shown in Table 10-G, long-term operation of the proposed Project would result in the generation of noise levels that are below the City's significance criteria at the nearest sensitive receptors. Accordingly, Project impacts due to a permanent increase in ambient noise levels would be less than significant.

d. Temporary increase in ambient noise levels

Less than Significant Impact. Please refer to the analysis of Section 10.a. As previously shown in Table 10-E, short-term construction activities would result in the generation of noise levels that are below the City's significance criteria at the nearest sensitive receptors. Accordingly, Project impacts due to a temporary increase in ambient noise levels would be less than significant.

e. Would the Project conflict with airport land use plan noise contours?

No Impact. The Project Site is located approximately 2.10 miles southeast of the Corona Municipal Airport. According to the General Plan Noise Element, the Project Site is not located within any noise contours or the Corona Municipal Airport Influence Area Boundary. Therefore, the Proposed Project would not expose those visiting or working on the Project Site to excessive airport noise.

11. PUBLIC SERVICES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection	☐	☐	☒	☐
b. Police protection	☐	☐	☒	☐
c. Schools	☐	☐	☒	☐
d. Parks & recreation facilities	☐	☐	☒	☐
e. Other public facilities or services	☐	☐	☒	☐

Discussion:

a. Fire Protection

Less than Significant Impact. Fire prevention services are provided by the Corona Fire Department (CFD). The closest fire station to the Project area is CFD Fire Station No. 2, located at 225 E. Harrison Street or approximately 0.5 roadway miles northeast of the Project area (Google Earth, 2025). As part of the Project, the existing buildings and improvements on site would be demolished and replaced with a 40,000 square foot supermarket and remodel of an existing back building into a 3,297 square foot restaurant and 3,633 square foot bank and associated site improvements. The CFD currently provides fire protection service to the existing uses at the Project site, and it is not expected that redevelopment of the Project site as proposed would result in a substantial increase in the site's demand for fire protection services or facilities. Furthermore, the Project Applicant would be required to contribute Development Impact Fees (DIF) pursuant to Chapter 16.23 of the City's Municipal Code. The amount of the required fee will be based on the proposed increase in building area as compared to the existing buildings on site. Payment of the DIF fee would assist the CFD in providing fire protection services within the city and would ensure that funds are available for capital improvements, such as land/equipment purchases and fire station construction. Accordingly, Project-related impacts to fire protection services are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

b. Police Protection

Less than Significant Impact. Police protection services are provided by the Corona Police Department (CPD). The CPD Police station is located at 730 Public Safety Way, Corona, CA 92880, approximately 1.1 miles northwest of the Project site. As part of the Project, the existing buildings and improvements on site would be demolished and replaced with a 40,000 square foot market and remodel of an existing back building into a 3,297 square foot restaurant and 3,633 square foot bank and associated site improvements. CPD currently provides police protection service to the existing uses at the Project site, and it is not expected that redevelopment of the Project site as proposed would result in an increase in the site's demand for police protection services or facilities. Furthermore, the Project Applicant would be required to contribute Development Impact Fees (DIF) pursuant to Chapter 16.23 of the City's Municipal Code. The amount of the required fee will be based on the proposed increase in building area as compared to the existing buildings on site. Payment of the DIF fee would assist the CPD in providing police protection services within the city and would ensure that funds are available to ensure that the Project does not adversely affect CPD response times or services. Accordingly, Project-related impacts to police protection services are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

c. Schools

Less than Significant Impact. Corona is served by the Corona-Norco Unified School District (CNUSD). As part of the Project, the existing buildings and improvements on site would be demolished and replaced with a 40,000 square foot market and remodel of an existing back building into a 3,297 square foot restaurant and 3,633 square foot bank and associated site improvements. Since the Project does not include any residential uses, the Project would not directly result in an increase in demand for school services, and only would result in a nominal increase in the site's potential indirect demand for school services associated with the projected increase in the number of employees on site. In addition, the Project would not directly cause or contribute to the need for new or expanded school facilities, and it is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for the facility is prepared by the applicable school district, and an analysis of potential physical environmental impacts resulting from the construction and operation of new or expanded school facilities would be speculative in nature (see State CEQA Guidelines § 15145). Although it is not possible to identify physical environmental effects that may result from new or expanded school facilities, the Project Applicant would be required to contribute fees to the CNUSD in accordance with Chapter 16.26 of the City's Municipal Code. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for project-related impacts to school services. Although the Project would not result in a direct increase in demand for school services, mandatory payment of school impact fees still would be required and would ensure that the Project's impacts to school facilities and services would be less than significant. Accordingly, impacts would be less than significant and no mitigation beyond payment of fees would be required.

d. Parks and Recreation Facilities

Less than Significant Impact. As part of the Project, the existing buildings and improvements on site would be demolished and replaced with a 40,000 square foot market and remodel of an existing back building into a 3,297 square foot restaurant and 3,633 square foot bank and associated site improvements. As the proposed Project would not include any residential uses, the Project would not create a direct demand for new or expanded park or recreational facilities. Although the Project is anticipated to result in an increase in the number of employees on site as compared to the existing uses on site, the Project Applicant would be required to contribute Development Impact Fees (DIF) pursuant to Chapter 16.23 of the City's Municipal Code. The amount of the required fee will be based on the proposed increase in building area as compared to the existing buildings on site. Payment of the DIF fee would assist the city in acquiring and improving parkland within the city to meet the demands of city residents. Accordingly, Project-related impacts to parks and recreational facilities are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

e. Other Public Facilities and Services

Less than Significant Impact.

As part of the Project, the existing buildings and improvements on site would be demolished and replaced with a 40,000 square foot market and remodel of an existing back building into a 3,297 square foot restaurant and 3,633 square foot bank and associated site improvements. As the proposed Project would not include any residential uses, the Project would not create a direct demand for new or expanded library services or facilities. Although the Project is anticipated to result in an increase in the number of employees on site as compared to the existing uses on site, the Project Applicant would be required to contribute Development Impact Fees (DIF) pursuant to Chapter 16.23 of the City's Municipal Code. The amount of the required fee will be based on the proposed increase in building area as compared to the existing buildings on site. Payment of the DIF fee would assist the city in providing library services and facilities for city residents. Accordingly, Project-related impacts to libraries are evaluated as less than significant and no mitigation beyond payment of DIF fees would be required.

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

Discussion:

a. Exceed wastewater treatment requirements

Less than Significant Impact.

The City of Corona Utilities Department is the primary provider of sewer and sanitation services to Corona, and no septic systems or alternative wastewater treatment systems are proposed as part of the Project. Pursuant to Section 402 of the CWA, the city is subject to the NPDES permit program. The Santa Ana RWQCB is responsible for enforcing the City's Waste Discharge Requirements as established under the applicable NPDES Permit. The NPDES permit sets forth discharge prohibitions including effluent limitation, receiving water limitations, monitoring mechanisms, and penalties for non-compliance with the provisions of the permit. Accordingly, the city is required to comply with all applicable waste discharge requirements. The Project's contribution of wastewater to the City's treatment facilities would be consistent with all applicable waste discharge requirements. Therefore, the Project would have no potential to result in exceedances of the applicable wastewater treatment requirements established by the RWQCB. Impacts would be less than significant and no mitigation is warranted.

b. Involve construction/expansion of water or wastewater treatment facilities

The proposed Project is within an urbanized, developed area of Corona. As identified in Section 4 of this MND, water services would be provided by the City's Utilities Department. The new on-site water system would convey water supplies to the market, commercial uses and to the landscaping through plumbing/landscaping fixtures that are compliant with the CALGreen Plumbing Code and the City's Municipal Code §17.70.070, Landscaping, and Chapter 13.14, Water and Sewer Regulations and would be reviewed for compliance by the City during Project plan check. If, during plan check, it is determined that the project may require upsizing either water or sewer lines, the Project will be required to perform such upgrades prior to the issuance of any building permit. This requirement is ensured by the Conditions of Approval for PP2024-0001. Therefore, impacts would be less than significant and no mitigation is warranted.

The construction activities related to the on-site water infrastructure that would be needed to serve the proposed units are included as part of the proposed Project and would not result in any physical environmental effects beyond those identified

throughout this MND. For example, construction emissions for excavation and installation of the water infrastructure are included in Section 5, Air Quality and Section 16, Greenhouse Gas, and noise volumes from these activities are evaluated in Section 10, Noise. In addition, Project implementation would not require off-site improvements. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant and no mitigation is warranted.

c. Involve construction/expansion of storm drains

Less than Significant Impact.

As previously discussed in Section 14 of this MND, the Project would increase runoff volumes above existing conditions. However, the stormwater capture and MWS features installed as part of the Project are sized to handle the increased on-site volumes to ensure no increase in runoff beyond the site. The construction activities related to installation of the onsite storm water infrastructure that would serve the proposed Project, is included as part of the proposed Project, and would not result in any physical environmental effects beyond those identified throughout this MND. As the proposed Project includes facilities to serve the proposed development, it would not result in the need for construction of other new stormwater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant and no mitigation is warranted.

d. Sufficient water supplies/compliance with Urban Water Management Plan

Less than Significant Impact. The City provides water services to the Project site. The City has adopted an Urban Water Management Plan (UWMP) that assesses water supply reliability and demonstrates that the City would have sufficient water supplies during normal years, single dry years, and five consecutive dry years projected through 2045 (Corona, 2021, p. ES-2). The UWMP bases its growth projections in part on the City's General Plan land use plan, and projects that are consistent with the City's General Plan land use plan are inherently consistent with the growth assumptions of the UWMP. The proposed Project is fully consistent with the site's adopted Mixed Use Downtown (MUD) land use designation.

The Project would also limit water use by inclusion of low-flow plumbing and irrigation fixtures, pursuant to the California Title 24 requirements and would comply with City permits and fees as necessary. Therefore, the proposed Project would have sufficient water supplies available to serve the Project, and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

e. Adequate wastewater treatment capacity

Less than Significant Impact. See discussion under Section 12a.

f. Adequate landfill capacity

Less than Significant Impact.

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

g. Comply with solid waste regulations

Less Than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2022 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and

recycling during Project construction and operation. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

13 AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	☐	☐	☒	☐
b. Degrade visual character of site & surroundings	☐	☐	☒	☐
c. Light or glare	☐	☐	☒	☐
d. Scenic resources (forest land, historic buildings within state scenic highway	☐	☐	☐	☒

Discussion:

a. Scenic vista or highway

Less than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view of visual setting.

According to the City's General Plan, Figure CD-1, the SR-91 freeway is a state eligible scenic corridor because it runs through the Santa Ana Canyon, and its viewshed near the western portion of the City of Corona is bounded by the Chino Hills on the foothills of the Santa Ana Mountains to the south. Per Figure CD-1, S. Main Street along the Project frontage is identified as a city designated scenic corridor. Conversely, W. Sixth Street and S. Belle Avenue are not identified as eligible scenic corridors nor are they identified as city designated scenic corridors.

The Project would be developed with a 40,000 square foot grocery market and remodel of an existing back building into a 3,297 square foot restaurant and 3,633 square foot bank and associated site improvements, with a maximum building height of approximately 40 feet. The Project site is located within a developed urban area with commercial structures located to the north, east, south and west, including single family residential to a portion of the west and north. The Project site is located approximately 1.6 miles to the south of the SR-91 freeway, and the market building is set back from S. Main Street. Therefore, the Project would not encroach into views along the S. Main Street scenic corridor any more than existing structures, SR-91 freeway, and freeway walls currently do. Thus, development of the Project site would not obstruct, interrupt, or diminish a scenic vista and impacts would be less than significant.

b. Degrade visual character of site and surroundings

Less than Significant Impact. The Project site is located within the Downtown (D) District of the Downtown Revitalization Specific Plan in an urbanized area of the city. The Downtown (D) District provides opportunities for commercial retail, service commercial, business offices, restaurants and sidewalk dining, cultural and entertainment uses, mixed-use (including residential), as well as prominent buildings for governmental uses. The uses within the district are intended to encourage and support a pedestrian-friendly environment. Parking structures of a human-scale and pedestrian character, including efficient internal access, ingress and egress, plazas, courtyards, and attractive streetscapes are also intended for the district. The Project will be consistent with the D district, including revitalizing 13 underutilized and blighted parcels, and is also consistent with the goals and policies of the MUD (Mixed Use Downtown) land use designation.

The Project's proposed buildings have a Spanish Mediterranean architectural design. The Project is consistent with the existing surrounding developments and would be developed per the Downtown Revitalization Specific Plan's development standards and architectural design guidelines, and the applicable standards in the Corona Municipal Code. Therefore, the

development of the proposed Project would not degrade the visual character of the site or surroundings and no mitigation is required.

c. Light or glare

Less than Significant Impact. The Project site is located within an urbanized area with ambient lighting from existing lighting sources, including street lighting from the surrounding streets, security and parking lot lighting from the surrounding commercial and residential developments, and vehicular lighting from the surrounding roadways

Construction

Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours. However, construction lighting would be temporary and would only occur during the allowed hours of 7:00 a.m. and 8:00 p.m. on weekdays (Monday through Saturday) and between the hours of 10:00 a.m. and 6:00 p.m. on Sundays and federal holidays, per Section 17.84.040 of the City's Municipal Code. Therefore, construction of the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation

The Project would implement new permanent lighting fixtures on the site. Proposed fixtures include streetlights, building entry light fixtures, and light posts throughout the parking lot areas. Thus, the Project would contribute additional sources to the overall ambient nighttime lighting conditions. However, the site is located within a formerly developed commercial area that included various sources of nighttime lighting, including street lighting. All parking lot and building mounted lighting would be hooded, shielded and appropriately angled away from adjacent land uses and would comply with Municipal Code Section 17.84.070 which requires that all exterior lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses and open space. Because the Project area is within an already developed area with various sources of existing nighttime lighting, and because the Project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that would be generated by the Project would not adversely affect day or nighttime views in the area. Overall, lighting impacts associated with the operation of the Project would be less than significant.

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

No Impact. The Project includes the demolition of two non-historic structures on the 4.88-acre site, which consists of an existing strip retail building and a drive-in bank related to the existing Citizens bank business. The two former single family dwelling units, located at 323 S. Belle Ave. and 332 S. Washburn Ave., were demolished within the last two years. The site is not near scenic resources such as forest land, nor is it visible from or located on any state scenic highways. While the project is located approximately 1.6 miles to the south of the SR-91 freeway, at a distance greater than 100 feet between W. Third Street and W. Sixth Street, west of S. Main Street, it is not located near the I-15/SR-91 freeway interchange which is considered by the City's General Plan as an Officially Designated State Scenic Highway. The Project development will be set back from S. Main Street and will therefore not encroach into views along the S. Main Street scenic corridor any more than existing structures. As such, implementation of the Project would not impact scenic resources within a state scenic highway such as forest land and historic buildings. Therefore, no mitigation is warranted.

14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	☐	☒	☐	☐
b. Archaeological resource	☐	☒	☐	☐
c. Paleontological resource or unique geologic feature	☐	☒	☐	☐
e. Disturb human remains	☐	☒	☐	☐

Discussion:

The following section is based on the Cultural Resources Records Search Results completed by ECORP Consulting, Inc., dated December 13, 2023 (Appendix J) and the Paleontological Assessment completed by ECORP Consulting, Inc., dated December 5, 2023 (Appendix K).

a. Historical resource

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

As part of the Cultural Resources Records Search Results Inventory, a records search for the Project site and surrounding area was conducted through the Eastern Information Center (EIC) at the University of California Riverside on November 13, 2023. The records search determined that two previous cultural resource investigations have been conducted within the Project Area, covering approximately 40 percent of the Project Area (Table 1). The previous studies were both conducted in 2013. This indicates that the entire project area has not been fully surveyed for cultural resources in the past, and that additional, previously unrecorded cultural resources could be present within the Project Area.

In addition to the record search, literature reviewed included survey reports, archaeological site records, and listings of resources on the National Register of Historic Places, California Register of Historical Resources, California Points of Historical Interest, California Historical Landmarks, and National Historic Landmarks. ECORP also contacted the California Native American Heritage Commission (NAHC) to request a search of its Sacred Lands File for the presence of traditional cultural properties or sacred, religious, or otherwise important Native American resources.

Although no known significant cultural resources could be impacted by the Project, the current status of the property may have affected the potential to discover any surface artifacts. Given that the previous development within the Project site might have masked archaeological deposits, there is a potential that buried historical resource deposits may be present within the Project boundaries. Therefore, it is recommended that the Project be allowed to proceed with the implementation of a cultural resources monitoring program conducted by an archaeologist and Native American representative(s) during grading of the property. With implementation of **Mitigation Measures MM CUL-1 and MM-CUL 2**, generally requiring a cultural resource monitoring program during grading activities, impacts to historical resources would be reduced to less-than-significant levels.

b. Archaeological resource

Potentially Significant Unless Mitigation Incorporated. The proposed Project includes the development of a 40,000 square foot Northgate Gonzalez Market and remodel of an existing 6,930 square foot bank building into a bank/restaurant use on an overall 4.88 acre site consisting of 13 combined parcels. The development would include landscaping, parking and public right-of-way improvements such as sidewalks, curb and gutter, and utility and stormwater improvements. Further, the Project area has been disturbed by previous grading associated with the development of various land uses including commercial, machine shop, residential and agricultural purposes since at least the 1890s through the 1980s and 2000s, when the residences were demolished. A strip mall was constructed on the eastern half of the site in the mid-to late-1980s. The 4.88-acre site contains a strip retail building occupied by four tenants, a vacant bank and a bank drive-thru ATM.

As such, the potential to encounter archaeological resources was determined to be low. However, after receiving a comment letter from the Rincon Band of Luiseño Indians and consulting with the Rincon Band of Luiseño Indians, during the AB 52 Tribal Consultation period, **Mitigation Measures CUL-1 and CUL-2** have been incorporated into this MND which require initial ground-disturbing archaeological monitoring, and cultural sensitivity training for construction personnel in the event that inadvertent discoveries of cultural resources be unearthed during project construction**. Mitigation Measures CUL-1 and CUL-2** would thus reduce potential impacts to undiscovered archaeological resources to a less than significant level.

c. Paleontological resource or unique geologic feature

Potentially Significant Unless Mitigation Incorporated.

Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological "sensitivity" is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

According to the Paleontological Assessment, a paleontological record search was conducted through the WSC (Western Science Center) in Hemet, California. The WSC does not have fossil localities in the Project Area or within a 1-mile radius of the Project Area. The presence of Holocene alluvial units is insignificant as any fossil material found within these units is unlikely to be fossil material due to the relatively modern associated dates of the deposits. However, if ground disturbance exceeds the Holocene alluvial deposits, the likelihood of reaching Pleistocene (approximately 2 million years ago to 11,700 years ago) alluvial sediments would increase, and the there is potential within these sediments to contain fossils. The closest known fossils from surficial alluvial deposits were located from the Chase Ranch neighborhood of Corona, south of the Project Area, consisting of a large collection of over 1,000 fossil leaves from 16 species of plants and trees. Previous records indicate that these mapped fossil deposits derived from middle to early Pleistocene-aged alluvial fan deposits. In addition, between Lincoln Avenue and Main Street, north of Highway 91, the remains of a Pleistocene deer were recovered, and an unknown locality defined as "Corona, Santa Ana River" produced fossil remains of fish, rabbit, vole, mammoth, horse, camel, and bison.

Since the Project has an undetermined potential to yield significant paleontological resources and because the Project site is designated as having "high" paleontological sensitivity according to the City of Corona General Plan EIR paleontological sensitivity map, the Project will be required to prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for approval by the City of Corona prior to approval of grading plans for the Project as described in **Mitigation Measure CUL-3.** Implementation of the PRMMP, as required by **Mitigation Measure MM CUL-3**, would reduce Project impacts to paleontological resources to less-than-significant levels.

d. Disturb human remains

Potentially Significant Unless Mitigation Incorporated. The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity, and no human remains are known to exist beneath the surface of the site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. Thus, **Mitigation Measure CUL-4 (MM CUL-4)** has been included which states that if human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. It should be noted that **Mitigation Measures CUL-1 and CUL 2** recommended in Sections 14.a and 14.b above also address potential impacts relative to disturbing human remains during Project grading.

Additionally, pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

Therefore, **MM CUL-4**, requiring compliance with California Health and Safety Code § 7050.5 and California Public Resources Code § 5097.98, has been included to reduce the Project's potential impacts to disturbance of human remains to a less than significant level.

Mitigation Measures

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

- A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon Band of Luiseño Indians shall

be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any.

- The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions.

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

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

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

- Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.

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

- A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.

- All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

MM CUL-4 **Discovery of Human Remains**: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department, Planning Division, immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (PRC Section

5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

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

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	☐	☐	☐	☒
b. Conversion of farmland to nonagricultural use	☐	☐	☐	☒

Discussion:

a. Williamson Act contract

No Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments.

According to the General Plan EIR, Corona does not include any land that is currently under an active Williamson Act contract. Therefore, development of the Project would not result in impacts related to a Williamson Act contract would not occur. Therefore, the Project would result in no impact.

b. Conversion of farmland to non-agricultural use

No Impact. The California Department of Conservation Important Farmland mapping identifies the Project site and surrounding areas as Urban and Built-Up land (CDC 2023). No areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is located on or adjacent to the Project site. Therefore, impacts related to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would not occur.

16. GREENHOUSE GAS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Generate greenhouse gases	☐	☒	☐	☐
b. Conflict with a plan, policy or regulation	☐	☐	☒	☐

Discussion:

The following section is based on the Air Quality & Greenhouse Gas Emissions prepared by ECORP Consulting, Inc., dated October 2025 (Revised) (Appendix E). Greenhouse Gas impacts including construction and operational GHGs are discussed in detail under subsection Greenhouse Gas Emission section of the technical memorandum.

a. Generate greenhouse gases

Potentially Significant Unless Mitigation Incorporated. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the Greenhouse Gas Emissions CEQA Thresholds and Screening Tables to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the Corona CAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet its established GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 MtCO2e (metric tons of CO2e equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions.

As previously described, the CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 metric tons of CO2e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 metric tons of CO2e per year will be required to quantify and disclose the anticipated GHG then either 1) demonstrate how the project would reduce GHG emissions to levels below 3,000 metric tons annually through project design features and/or mitigation measures, OR 2) garner 100 points through the CAP Screening Tables. As shown on Tables 16-A, the Project would generate 5,866 metric tons of CO2e annually, which is an increase in operational GHG emissions over the existing baseline of 4,661 metric tons of CO2e per year. Thus, the Project must garner at least 100 points in order to be determined to be consistent with the reduction quantities anticipated in the City's CAP.

Table 16-B presents a list of the GHG Reduction Measure options and the associated point values in the GHG Screening Table. Additionally, Table 16-B shows the Reduction Measures selected by the Project applicant, depicted in bold font, and the associated point values.

TABLE 16-A: OPERATIONAL-RELATED GHG EMISSIONS

Emissions Source	CO_2e (Metric Tons/ Year)
Proposed Project (Supermarket, Restaurant, Bank)	
Mobile	4,079
Area	1
Energy	313
Water	15
Waste	84
Refrigerants	1,374
Total	**5,866**
Existing Onsite Land Uses (Retail, Bank, Residence)	
Mobile	1,122
Area	1
Energy	74
Water	3
Waste	5
Refrigerants	0
Total	**1,205**
Difference (Increase from Baseline)	
Mobile	2,957
Area	0
Energy	239
Water	12
Waste	79
Refrigerants	1,374
Total	**4,661**

Source: CalEEMod version 2022.1. Refer to Attachment A for Model Data Outputs.
Notes: Emission projections predominately based on CalEEMod model defaults for Riverside County. Mobile source emissions are based on trip rates identified in the Project's Traffic Report (Linscott, Law, and Greenspan Engineers 2024).

TABLE 16-B: CITY OF CORONA SCREENING TABLES FOR GHG REDUCTION MEASURES FOR COMMERCIAL DEVELOPMENT

Reduction Measure	Description	Assigned point Values	Project Points
Reduction Measure 4.1: Exceed Energy Efficiency Standards in New Commercial Units			
4.1.A.1 Building Envelope			
4.1.A.1 Insulation	○ 2017 Title 24 Requirements (walls R-13; roof/attic R-30)	○ 0 points	**9**
	○ **Modestly Enhanced Insulation (walls R-13, roof/attic: R-38)**	○ **9 points**	
	○ Enhanced Insulation (rigid wall insulation R-13, roof/attic: R-38)	○ 11 points	
	○ Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher, roof/attic R-38 or higher)	○ 12 points	

Reduction Measure	Description	Assigned point Values	Project Points
4.1.A.2 Windows	○ 2016 Title 24 Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC) ○ **Modestly Enhanced Window Insulation (0.4 U-Factor, 0.32 SHGC)** ○ Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC) ○ Greatly Enhanced Window Insulation (0.28 or less U-Factor, 0.22 or less SHGC)	○ 0 point ○ **4 points** ○ 5 points ○ 7 points	**4**
4.1.A.3 Cool Roof	○ **Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)** ○ Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance) ○ Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	○ **7 points** ○ 8 points ○ 10 points	**7**
4.1.B.4 Water Heaters	○ 2016 Title 24 Minimum Efficiency (0.57 Energy Factor) ○ Improved Efficiency Water Heater (0.675 Energy Factor) ○ **High Efficiency Water Heater (0.72 Energy Factor)** ○ Very High Efficiency Water Heater (0.92 Energy Factor) ○ Solar Pre-heat System (0.2 Net Solar Fraction) ○ Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	○ 0 points ○ 8 points ○ **10 points** ○ 11 points ○ 2 points ○ 5 points	**10**
4.1.B.7 Appliances	○ **Energy Star Refrigerator (new)** ○ **Energy Star Dish Washer (new)** ○ Energy Star Washing Machine (new)	○ **2 points** ○ **2 points** ○ 2 points	**4**
4.1.C Miscellaneous Commercial Building Efficiencies			
4.1.C.1 Building Placement	○ **North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.**	○ **4 points**	**4**
4.1.C.2 Shading	○ **At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.**	○ **6 points**	**6**
Reduction Measure 5.2: Exceed Water Efficiency Standards			
5.2.D Commercial Irrigation and Landscaping			
5.2.D.1 Water Efficient Landscaping	○ Eliminate conventional turf from landscaping	○ 0 points	**5**
	○ **Only moderate water using plants**	○ **2 points**	
	○ Only low water using plants	○ 3 points	
	○ Only California Native landscape that requires no or only supplemental irrigation	○ 5 points	
	○ Low precipitation spray heads < .75"/hr or drip irrigation	○ 1 point	
	○ **Weather based irrigation control stems combined with drip irrigation (demonstrate 20% reduced water use)**	○ **3 points**	
5.2.E Commercial Potable Water			
5.2.E.1 Showers	○ Water Efficient Showerheads (2.0 gpm)	○ 2 points	**7**
5.2.E.2 Toilets	○ **Water Efficient Toilets/Urinals (1.5 gpm)** ○ Waterless Urinals (cote that commercial buildings having both waterless urinals and high efficiency toilets will have a combined points value of 6 points)	○ **3 points** ○ 3 points	
5.2.E.2 Faucets	○ **Water Efficient faucets (1.28 gpm)**	○ **2 points**	
5.2.E.4 Commercial Dishwashers	○ **Water Efficient Dishwasher (20% water savings)**	○ **2 points**	

Table 3-4. City of Corona Screening Table for GHG Reduction Measures for Commercial Development

Reduction Measure	Description	Assigned point Values	Project Points
Reduction Measure 7.1: Alternative Transportation Options			
7.1.E Mixed-Use Development			
7.1.E.1 Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed-use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.	TBD	
7.1.E.2 Local Retail Near Residential (Commercial only Projects)	**Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled.**	**TBD**	**35+**
7.1.F Preferential Parking			
7.1.F.1 Parking	○ **Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero-emission vehicles.** ○ Provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.	○ **1 point** ○ 1 point	**1**
7.1.G.1 Signal Improvements	Techniques for improving traffic flow include: traffic signal coordination to reduce delay, incident management to increase response time to breakdowns and collisions, Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions, and speed management to reduce high free-flow speeds. ○ Synchronize signals along arterials used by project. ○ **Connect signals along arterials to existing ITS.**	○ 1point /signal ○ **3 points /signal**	**3**
Reduction Measure 7.2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the City			
7.2.B.1 Sidewalks	○ Provide sidewalks on one side of the street (required) ○ Provide sidewalks on both sides of the street ○ **Provide pedestrian linkage between commercial and residential land uses within 1 mile**	○ 0 Point ○ 1 point ○ **3 points**	**3**
Reduction Measure 8.1: Reduce Waste to Landfills			
8.1.B.1 Recycling	City initiated recycling program diverting 80% of waste requires coordination with commercial development to realize this goal. The following recycling features will help the City fulfill this goal: ○ **Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up**	○ **2 points**	**2**
	○ Provide commercial/industrial recycling programs that fulfills an on-site goal of 80% diversion of solid waste	○ 5 points	
Total Points Earned by Project			**100+**

As shown in Table 16-B, the Project, with incorporated **Mitigation Measure MM GHG-1,** would achieve more than the required 100 points necessary to be considered consistent with the city CAP. As a result, with **MM GHG-1**, the Project would result in a less than significant impact with respect to GHG emissions.

b. Conflict with a plan, policy or regulation

Less than Significant Impact.

In November 2022, CARB released the Final 2022 Scoping Plan Update, which identifies the State's progress towards the statutory 2030 target, while providing a path towards carbon neutrality and reduce greenhouse gases emissions by 85%

below 1990 levels by 2045. Recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. The Project would not conflict with any of the 2022 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Additionally, the Project, with incorporated **Mitigation Measure MM GHG-1**, would achieve more than the required 100 points necessary to be considered consistent with the city CAP. Thus, Project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would therefore comply with the City's GHG policies under the CAP with implementation of **MM GHG-1.** With **MM GHG-1,** the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation Measure

GHG-1 Greenhouse Gas Reduction. The Proposed Project shall demonstrate consistency with the City of Corona Climate Action Plan Commercial Development GHG Emission Screening Table, providing for a minimum 100 points per the City Screening Tables. The Project must be consistent with the CAP's requirement to achieve at least 100 points. The City of Corona Planning Division shall verify incorporation of the identified Screening Table Measures within the Project building plans and Site designs prior to the issuance of building permit(s) and shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.

Timing/Implementation: Prior to the issuance of a building permit and occupancy permits

Monitoring/Enforcement: The City of Corona Building and Planning Divisions

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

Discussion:

AB 52 and SB 18 Requirements

The Project is subject to tribal consultation under AB 52 and SB 18. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a Project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource."

SB 18 requires cities and counties acting as Lead Agency to contact and consult with California Native American tribes before adopting or amending a General Plan. The intent of SB 18 is to establish meaningful consultation between tribal governments and local governments at the earliest possible point in the planning process and to enable tribes to manage "cultural places." Cultural places are defined as a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9), or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register, including any historic or prehistoric ruins, any burial ground, or any archaeological or historic site (PRC Section 5097.993).

In addition, as part of the Cultural Resources Records Search (ECORP, 2023) a Sacred Lands File search was requested from the NAHC. ECORP received the results of the search, which were positive, indicating the presence of Sacred Lands within the Project Area. In compliance with NAHC's response, on August 15, 2023, the city, acting as Lead Agency, sent 37 letters to all tribes included in NAHC's list of Native American tribes that may have knowledge regarding tribal cultural

resources in the Project area. On September 8, 2023, the city received correspondence in the form of a comment letter, from the Rincon Band of Luiseno Indians requesting more information and applicable documents related to the Project. Thereafter, on November 7, 2024, after review of the city provided documents and internal review of these documents, the Rincon Band of Luiseno Indians sent a second letter in which they were in agreement with the city's proposed cultural mitigation measures which include archaeological monitoring, a monitoring report, and protocols for discovery of cultural material and human remains within **Mitigation Measures MM CUL-1, MM CUL-2,and MM CUL-4.** No other requests for consultation or recommendations under AB 52 or SB 18 regarding the proposed Project were received by the city.

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. The Project site was previously developed and is located within an urbanized developed area. No resources that are 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), are present on the site. Therefore, no impacts are anticipated as it relates to this area of concern.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

Potentially Significant Unless Mitigation Incorporated. In response to the SB18 and AB52 notices, three tribes responded which are summarized below:

- On September 8, 2023, the city received correspondence in the form of a comment letter, from the Rincon Band of Luiseño Indians, requesting copies of the Project's cultural survey including the archaeological site records, shape files, archaeological record search results, geotechnical report, and the grading plans. After review of the provided documents and their internal information, the Tribe consulted with the city on October 24, 2024. On November 7, 2024, the Rincon Band of Luiseno Indians sent a second letter in which they were in agreement with the city's proposed cultural mitigation measures which include archaeological monitoring, a monitoring report, and protocols for discovery of cultural material and human remains, **Mitigation Measures MM CUL-1, MM CUL-2,and MM CUL-4.**

- On August 15, 2023 the Gabrielino/Tongva Nation Tribe requested consultation with the city. On February 22, 2024, the city followed up with the Gabrielino/Tongva Nation Tribe on their consultation request. On March 1, 2024, the tribe signed off on the project and withdrew their consultation request.

- On August 15, 2023, the Agua Caliente Band of Cahuilla Indians responded that this Project was not located within the Tribe's Traditional Use Area and deferred to other tribes in the area. The letter then concluded consultation efforts.

In consideration of the consultation conducted with the Rincon Band of Indians, compliance with the mitigation measures in the Cultural Resources section (**MM CUL-1, MM CUL-2 and MM CUL-4**) would reduce impacts to Tribal Cultural Resources to less than significant should any resources be discovered during the Project's ground-disturbing construction activities.

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

Discussion:

a. Fish/wildlife population or habitat or important historical sites

Potentially Significant Unless Mitigation Incorporated. As indicated throughout the analysis in this IS/MND (refer specifically to the analysis in IS/MND Sections 7, 14, and 17), assuming incorporation of the mitigation measures identified herein, implementation of the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habit of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or 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. Therefore, with mitigation, impacts would be less than significant.

b. Cumulatively considerable impacts

Potentially Significant Unless Mitigation Incorporated. Cumulative effects that would result from implementation of the Project have been evaluated throughout this IS/MND, which concludes that such impacts would not occur, would be less than significant, or would be reduced to below a level of significance with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval. For example, for the issue of Air Quality (IS/MND Section 5), the SCAQMD's CEQA Air Quality Significance Thresholds indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively-considerable air quality impact. Thus, the analysis of the Project's air quality impacts inherently addresses potential cumulatively-considerable air quality impacts, and shows that Project-related cumulatively considerable impacts to air quality would be less than significant. As indicated in the analysis of Greenhouse Gas Emissions(IS/MND Section 16), projects that are consistent with the city's CAP are considered to have a less-than-significant individual and cumulative impact on GHG emissions.

As described in Section 16, the CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 metric tons of CO2e per year is used to determine if additional analysis is required. Projects that exceed the 3,000 metric tons of CO2e per year will be required to quantify and disclose the anticipated GHG then either 1) demonstrate how the project would reduce GHG emissions to levels below 3,000 metric tons annually through project design features and/or mitigation measures, OR 2) garner 100 points through the CAP Screening Tables. As shown on Tables 3-3, the Project would generate 5,866 metric tons of CO2e annually, which is an increase in operational GHG emissions over the existing baseline of 4,661 metric tons of CO2e per year. Thus, the Project must garner at least 100 points in order to be determined to be consistent with the reduction quantities anticipated in the City's CAP. In order to garner the over 100 points, the Project will implement design criteria to reduce GHG emissions. With incorporated **Mitigation Measure MM GHG-1**, the Project would achieve more than the required 100 points necessary to be considered consistent with the city CAP. As a result, with **MM GHG-1**, the Project would result in a less than significant impact with respect to GHG emissions.

Furthermore, the analysis of Project impacts due to noise (IS/MND Section 10) demonstrates that the Project's construction, operational, and transportation-related noise impacts would be less than significant with the incorporation of mitigation measures. Accordingly, with the incorporation of mitigation measures identified herein and included in the Project's conditions of approval, the Project would not have impacts which are individually limited, but cumulatively considerable.

c. Substantial adverse effects on humans

Less Than Significant Impact. The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this IS/MND (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures have been identified to reduce these adverse effects to the maximum feasible extent. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this IS/MND. Accordingly, impacts would be less than significant and no mitigation is warranted.

d. Short term vs. long term goals

Less Than Significant Impact. The Project would develop a 40,000 square foot market and remodel an existing bank building into a restaurant/bank use with associated improvements which is consistent with the General Plan land use designation of Mixed Use Downtown (MUD) as described in Section 1, Land Use and Planning. Further, the proposed development would be consistent with the policies and intent of the General Plan. As such, the Project would not conflict with the General Plan's short- or long-term goals.

19. WILDFIRE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan	☐	☐	☐	☒
b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes	☐	☐	☐	☒

Discussion

a. Substantially impair an adopted emergency response plan or emergency evacuation plan

No Impact. According to the CAL FIRE Hazard Severity Zone map, the Project site is not within an area identified as a Very Fire Hazard Severity Zone (VFHSZ) or a State Responsibility Area (SRA) (CALFIRE 2025). The proposed Project would be located within a Local Responsibility Area (LRA). Additionally, the proposed Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events.

The proposed Project would provide adequate emergency access to the site via 28-foot-wide driveways along S. Main Street, W. Sixth Street and S. Belle Avenue that would ensure access for emergency vehicles within the interior of the site. Additionally, access to and from the Project site for emergency vehicles would be reviewed and approved by the Corona Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access. As a result, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would not occur.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire

No Impact. As described in the previous response, the Project site is not located within a Very High Fire Hazard Severity Zone. The Project site is in an urbanized area and surrounding land uses are fully developed, lacking vegetation necessary for the uncontrolled spread of a wildfire. Further, the areas within the Project's vicinity do not contain hillsides or other factors that could exacerbate wildfire risks. Therefore, no impact would occur.

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

No Impact. As described in the previous responses, the Project site is not within a Very High Fire Hazard Severity Zone, and the Project does not include infrastructure that could exacerbate fire risks. Although the Project includes new driveways within the Project site and other utility offsite improvements, the Project does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Project design and implementation of utility improvements would also be reviewed and approved by the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or

other utilities), that would exacerbate fire risk or that would result in impacts to the environment. Therefore, no impacts would occur.

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

No Impact. According to Figure 5-14 of the Technical Background Report prepared for the City's General Plan, the Project site and surrounding areas are fully developed and are not subject to wildland fire hazards (Corona, 2020a, Technical Background Report, Figure 5-14). Due to the developed nature of the Project vicinity, the Project would not 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. No impact would occur.

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

Discussion

In order to evaluate the Project's potential impacts due to energy demand, a site-specific technical report was prepared titled "Energy Consumption Assessment" (herein, "EA"), prepared by ECORP Consulting, Inc., dated April 2024 (Appendix L). Please refer to the EA for a discussion of existing conditions, a discussion of applicable regulatory requirements, and a description of the methodology used to estimate the Project's energy demand.

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

Less than Significant Impact.

The Project proposes the construction and operation of a 40,000 square foot supermarket, the remodel of an existing bank into a 3,297 square foot restaurant, 3,633 square foot bank, and 261 parking spaces. It is noted that the existing Project Site currently accommodates an existing retail building currently serving as a strip mall and a drive-in bank that would be demolished as a part of the Project.

For the purpose of this analysis, the amount of operational electricity and natural gas to be consumed by the Project is quantified and compared to the relative amount consumed by all nonresidential land uses in Riverside County. The amount of fuel necessary for Project construction is calculated and compared to that consumed in Riverside County. Similarly, the amount of fuel necessary for Project operations is calculated and compared to that consumed in Riverside County. Energy consumption associated with the Proposed Project is summarized in Table 20-A.

TABLE 20-A: PROPOSED PROJECT ENERGY AND FUEL CONSUMPTION

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Building Energy Consumption		
Electricity Consumption[1]	1,578,730 kilowatt-hours	0.018 percent
Natural Gas Consumption[1]	12,035 therms	0.008 percent
Automotive Fuel Consumption		
Project Construction Calendar Year One[2]	37,833 gallons	0.006 percent
Project Construction Calendar Year Two[2]	18,818 gallons	0.003 percent
Project Operations[3]	476,722 gallons	0.070 percent

Source: [1]CalEEMod; [2]Climate Registry 2016; [3]EMFAC2021 (CARB 2022)
Notes: The Project increases in electricity consumption and natural gas consumption are compared with all nonresidential uses in Riverside County in 2022, the latest data available. The Project increases in construction and operational fuel consumption are compared with the anticipated countywide fuel consumption in 2023, the most recent full year of data.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary for construction activities would be temporary, lasting only as long as Project construction. As indicated in Table 2-4, the Project's gasoline fuel consumption during the one-time construction period is estimated to be 37,833 gallons during the first calendar year of construction and 18,818 during the second year of construction. This would increase the annual countywide gasoline fuel use in the county by 0.006 percent and 0.003 percent, respectively. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction.

Operations of the proposed Project would include electricity and natural gas consumption. As shown in Table 2-4, the annual electricity consumption due to operations would be 1,578,730 kilowatt-hours resulting in a negligible increase of approximately 0.018 percent in the typical annual electricity consumption attributable to all nonresidential uses in Riverside County. However, this is potentially a conservative estimate. In September 2018 Governor Jerry Brown Signed EO B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Carbon neutrality refers to achieving net zero carbon dioxide (CO2) emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide targets for greenhouse gas emission reduction. Governor's Executive Order B-55-18 requires CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. Natural gas consumption due to operations would be 12,035 therms resulting in an imperceivable increase (0.008 percent) in the typical annual natural gas consumption attributable to all nonresidential uses in Riverside County.

Project is estimated to generate approximately 3,377 daily vehicle trips (Linscott, Law, and Greenspan Engineers 2024). As indicated in Table 2-4, this would equate to a consumption of approximately 476,722 gallons of automotive fuel per year, which would lead to a Countywide percentage increase in fuels consumption of approximately 0.07 percent. As previously mentioned, this represents a conservative estimate due to the fact that the existing Project Site currently accommodates retail, single family, and bank land uses, which contribute to currently countywide automotive fuel consumption. Therefore, the actual increase of automotive fuel consumption over existing conditions would actually be less than what is stated above. Nevertheless, the proposed Project's fuel consumption associated with the vehicle trips generated by the Project during operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

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

Less than Significant Impact.

The State's IEPR (Integrated Energy Policy Report) provides policy recommendations to be implemented by energy providers in California. Electricity would be provided to the Project by SCE. SCE has various programs to support cleaner and more

sustainable power. For instance, SCE has expanded in developing their portfolio of solar, wind, and hydropower technology. Furthermore, SCE had developed its own Climate Adaptation Community Engagement Plan, along with several other plans to address climate change vulnerabilities, clean power initiatives, long-term upgrades to the grid, and reducing greenhouse gases from electricity generation. Therefore, SCE is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2023 IEPR. Thus, because the SCE is consistent with the 2023 IEPR, the proposed Project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2023 IEPR.

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The City's General Plan has several goals and policies that ensure that new developments are energy efficient and generally uphold all local and state energy efficiency standards. Additionally, the General Plan contains several energy consumption-reducing policy provisions specific to new land use development projects such as Policy LU-6.2, which requires that new residential, commercial, office, and industrial development be designed to minimize consumption of and sustain scarce environmental resources by the requirement to install energy-and water efficient fixtures, recycled building materials, insulation and wall thickness, and permeable paving surfaces. City General Plan Policy IU-7.1. requires that new development is approved contingent upon its ability to be served with adequate natural gas, energy facilities, and other critical infrastructure and Policy ER-12.14 mandates the reduction of energy consumed by commercial and residential uses by requiring the use and installation of energy conservation features in all new construction projects and wherever feasible, retrofitting existing and redevelopment projects. The proposed Project would be subject to implementation of these General Plan policy provisions. All development in the City, including the Project, is required to adhere to all applicable City-adopted policy provisions, including those contained in the City General Plan. The City ensures all applicable provisions of the General Plan are incorporated into projects and their permits through development review and applications of conditions of approval as applicable.

The Project will be built to the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24). Title 24 was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years; the 2019 Title 24 updates went into effect on January 1, 2020. The 2022 standards went into effect became effective January 1, 2023. The 2022 Energy Standards improve upon the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2022 update to the Energy Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, encouraging better energy efficiency, strengthening ventilation standards, and more. The 2022 Energy Standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2023, must comply with the 2022 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Furthermore, the Air Quality and Greenhouse Gas Assessment prepared for the Proposed Project requires the implementation of Mitigation Measure GHG-1, which ensures that measures within the City's Climate Action Plan are integrated into the Project's operation (ECORP Consulting Inc. 2024). MM GHG-1 (Greenhouse Gas Reduction) would require that the proposed Project demonstrate consistency with the City of Corona Climate Action Plan (CAP) Commercial Development GHG Emission Screening Table, providing for a minimum 100 points per the City Screening Tables. The Project must be consistent with the CAP's requirement to achieve at least 100 points. The City of Corona Planning Division shall verify incorporation of the identified Screening Table Measures within the Project building plans and Site designs prior to the issuance of building permit(s) and shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy. As such, the Project would adhere to the policies within the General Plan's planning documents that promote energy efficiency measures.

As discussed above, the proposed Project would not conflict with any of the State or local for renewable energy or energy efficiency. As such, impacts would be less than significant.

21. PREVIOUS ENVIRONMENTAL ANALYSIS:

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

DOCUMENTS INCORPORATED BY REFERENCE:

1. City of Corona General Plan 2020-2040. Available online: General Plan 2020-2040
2. City of Corona Technical Background Update EIR, 2019. Available online: Volume 1 ; Volume 2a ; Volume 2b
3. City of Corona Municipal Code. Available online: https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-33689
4. Geotechnical Engineering Investigation Report prepared by SALEM Engineering Group on December 20, 2022, and revised on April 3, 2024 (Appendix A).
5. Project Specific Water Quality Management Plan (WQMP), prepared by Webb Associates, October 9, 2025 (Revised) (Appendix B).
6. Preliminary Drainage Study, prepared by Webb Associates, October 2025 (Revised) (Appendix C).
7. Water and Sewer Study Report, prepared by Webb Associates, October 2025 (Revised) (Appendix D).
8. Air Quality & Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc., dated October 2025 (Appendix E).
9. Traffic Impact Analysis (TIA) prepared by Linscott, Law, and Greenspan Engineers, dated July 10, 2025 (Appendix F).
10. Biological Technical Report (BTR) and Western Riverside County MSHCP (Multiple Species Habitat Conservation Plan) Consistency Analysis prepared by ECORP Consulting, Inc. dated February 2024 (Appendix G).
11. Phase I Environmental Site Assessments (ESAs) prepared by EEC Environmental, dated October 18, 2021 and November 29, 2021, Limited Subsurface Assessments prepared by EEC Environmental dated December 9, 2021 and January 24, 2022, respectively; and Phase 1 ESA prepared by Ramboll, dated May 20252024 (Appendix H).
12. Noise Impact Assessment prepared by ECORP Consulting, Inc., dated November 2024 (Appendix I).
13. Cultural Resources Records Search Results prepared by ECORP Consulting, Inc., dated December 13, 2023 (Appendix J).
14. Paleontological Assessment prepared by ECORP Consulting, Inc., dated December 5, 2023 (Appendix K).
15. Energy Consumption Assessment, prepared by ECORP Consulting, Inc., dated April 2024 (Appendix L).

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
Biological Resources						
MM AQ-1	**Construction Related Emissions.** Prior to the issuance of a grading and building permit for the Corona Northgate Market Project, the Project Applicant shall add the following construction note on the grading and building plans, and demonstrate to the satisfaction of the City of Corona Planning and Development Department that the following measure is implemented during Project construction. • All offroad equipment of greater that 50 horsepower used in the site preparation phase of Project construction shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.	Condition of Approval	Submittal of grading and construction plans	Prior to the issuance of a grading and building permit, and during construction	Planning & Development Department – Planning & Building Divisions	
MM BIO-1	**Pre-Construction Nesting Bird Survey.** If grading activities occur within the active breeding season for birds (January 15-September 15), the applicant shall retain a qualified biologist that is familiar with local birds and their nesting behaviors to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The nesting bird survey shall be submitted to the City of Corona Planning	Condition of Approval	Submittal of nesting bird survey	Prior to issuance of grading permit	Project Applicant, Project Biologist/Planning and Development Department – Planning Division	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	and Development Department, Planning Division prior to issuance of a grading permit. The nesting bird survey shall include the Project Site and areas immediately adjacent to the site that could potentially be affected by Project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g. 200 feet and/or subject to the recommendations of the qualified biologist), and a biological monitor shall visit the site once a week during ground disturbing activities to ensure all fencing is in place and no nesting birds are being impacted.					
MM BIO-2	**Burrowing Owl Survey.** Prior to the issuance of a grading permit, the applicant shall submit a 30-day preconstruction survey to the City of Corona Planning & Development Department, Planning Division to ensure that no burrowing owls have colonized the site in the days or weeks preceding Project activities. If burrowing owls are found to have colonized the Project Site prior to the initiation of construction, the Project applicant shall immediately inform the City of Corona Planning & Development Department, Western Riverside County Regional Conservation Authority (RCA) and the Wildlife Agencies prior to initiating ground disturbance. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey shall again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination with the City of Corona, RCA and/or Wildlife Agencies shall be necessary.	Condition of Approval	Submittal of burrowing owl survey	Prior to issuance of grading permit	Project Applicant, Project Biologist/Planning and Development Department – Planning Division	
MM BIO-3	**Tree Avoidance and Removal Process**. If trees are scheduled to be removed (e.g., relocating) and/or modified (i.e., trimming), the	Condition of Approval	Submittal of a bat survey, tree removal schedule,	Prior to issuance of grading permit	Project Applicant, Project Biologist/Planning and	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	applicant shall retain a qualified bat biologist to determine if the trees are suitable for bat roosting. If the trees scheduled for removal are determined to be suitable for bat roosting, these activities shall be scheduled during seasonal periods of bat activity - September 1 to October 15 - or when evening temperatures are above 45 degrees Fahrenheit, and rain is less than ½ inch in 24 hours; or between March 1 to April 1 with the same parameters. 1. If tree removal/modification occurs during the maternity season (generally April 15 to August 31), a qualified bat biologist shall conduct a focused emergence survey(s) of the tree(s) within 48 hours of scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biological monitor has determined the roost is no longer active. 2. If work is expected to occur outside of the bat maternity season, work adjacent to trees suitable as bat habitat can continue without additional surveying efforts. If trees with suitable bat roosting habitat are scheduled for removal or relocation, tree removal during the weather parameters described above using the two-step method shall be conducted: • As much as feasible, vegetation and trees within the area that are not suitable for roosting bats shall be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat. • Two-step tree removal shall occur over two consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice, or		and other documentation as necessary evidencing that mitigation is being met.		Development Department – Planning Division	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	exfoliating bark habitat on habitat trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no dozers, backhoes). The following day (Day 2), the remainder of the tree is to be felled/removed. The intention of this method is to disturb the tree with noise and vibration on Day 1 during branch removal. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats.					
Cultural Resources and Tribal Cultural Resources						
MM CUL-1	**Archaeological Monitoring**. Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified Archaeologist ("Archaeological Monitor") for mitigation monitoring services and implement a Cultural Resource Monitoring Program (CRMP). At least 30 days prior to issuance of grading permits, a copy of the executed agreement between the Project Applicant and Archaeologist shall be submitted to the Planning and Development Department: • A CRMP shall be prepared to guide the procedures and protocols of an archaeological mitigation monitoring program that shall be implemented during initial onsite and offsite ground disturbing activities. The CRMP shall include, but not be limited to, the Project grading and development schedule; approved Project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s)	Condition of Approval	Submittal of an executed agreement showing that an archaeologist has been retained for the Project.	Prior to issuance of grading permits and during grading activities	Project Applicant, Project Archaeologist/Planning and Development Department – Planning Division	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	observed during grading; curation guidelines; and coordination with project personnel, City staff, and any participating Native American tribe(s). The Rincon Band of Luiseño Indians shall be notified of any discoveries. The final CRMP shall be submitted to the City Project planner and/or inspector, the appropriate Project supervisor/engineer/etc., and monitoring Native American tribe(s), if any. • The Archaeological Monitor shall be invited to a preconstruction meeting with construction personnel and City and tribal representatives. The attending archaeologist shall review the provisions of the CRMP and answer any applicable questions. • Full-time monitoring shall occur throughout the entire Project area, including all off-site improvement areas, during initial ground-disturbing activities. Full-time monitoring shall continue until the Archaeological Monitor determines that the overall sensitivity of the Project area is low as a result of mitigation monitoring and shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or complete suspension of the monitoring program. Should the monitor(s) determine that there are no cultural resources within the Project site or off-site improvement areas, or should the sensitivity be reduced to low during monitoring, all monitoring shall cease.					
MM CUL-2	**Inadvertent Discovery and Native American Notification.** In the event that a significant cultural resource is discovered during ground disturbance activities, the project archaeologist shall notify the City and the Rincon Band of Luiseño Indians for purposes of inviting the Tribe to participate in the CRMP implementation and to observe any continuing ground-disturbing construction activities. Further, all ground disturbance activities within 50 feet of the	Condition of Approval	Submittal of an executed agreement showing that a Native American Monitor has been retained for the Project.	Prior to issuance of grading permits and during grading activities	Project Applicant, Project Archaeologist, Planning and Development Department – Planning Division, Native American Monitor	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	discovered cultural resource shall be halted and the applicant and a meeting shall be convened between the developer, the consulting archaeologist, the lead agency and a Rincon tribal representative to discuss the significance of the find. Further ground disturbance shall not resume in the area of the discovery until the appropriate treatment has been accomplished.					
MM CUL-3	**Paleontological Monitor.** Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). The PRMMP shall include the provision of a trained paleontological monitor during onsite soil disturbance activities. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough grading phases of the Project site within native soils that have the potential to harbor paleontological resources. The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains. If paleontological resources are unearthed or discovered during grading activities, the following recovery processes shall apply: • Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques. • All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost	Condition of Approval	Submittal of a Paleontological Resources Monitoring and Mitigation Plan	Prior to issuance of grading permits and during grading activities	Project Applicant, Planning and Development Department – Planning Division, Paleontological Monitor	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. • A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. • All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Science Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.					
MM CUL-4	**Discovery of Human Remains**: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving activities, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Planning and Development Department, Planning Division, immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (PRC Section 5097). The coroner shall contact the NAHC to determine the	Condition of Approval	Submittal of documentation	If human remains are discovered during ground-disturbing construction activities	Construction Contractor(s), Project Applicant, County Coroner, NAHC	

No.	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
	most likely descendant(s) (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).					
MM GHG-1	**City of Corona Screening Tables for GHG Reduction.** Project shall adhere to the Commercial Development screening tables for compliance in reducing greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects.	Condition of Approval	Submittal of building plans	Prior to issuance of building permit and occupancy permits	Planning & Development Department – Building and Planning Divisions	

Outlook

Fw: Gm

From J Blue <jpblue1978@hotmail.com>
Date Mon 11/17/2025 10:18 AM
To Rocio Lopez <Rocio.Lopez@coronaca.gov>
Cc J Blue <jpblue1978@hotmail.com>

From: Blue Family <jpb03021978@icloud.com>
Sent: Monday, November 17, 2025 8:49 AM
To: Rocio.Lopez@coronaca.gove <Rocio.Lopez@CoronaCA.gove>
Cc: Jeffrey Blue <jpblue1978@hotmail.com>
Subject: Gm

I believe that the Northgate Grocery store is not right for that location period. It does not serve the purpose for a Downtown. I believe this is a horrible idea for a diverse Corona that is looking for Retail, Restaurants, and Entertainment period. A grocery store will do nothing for Fun and Excitement. We have too many grocery stores already that are very close to downtown. Doesn't make any sense at all!!!!

For that location what should be considered: **Round 1, Main Event, Dave and Busters, New Gym with various eateries on same location (Jamba Juice, Daves Chicken, Korean Barbecue, GNC, Boba, Yogurtland, Sees Candy, Pho, 5 Guys, Chick Fill A, Panera, Starbucks drive thru…..and so on.**

Let's do this project right!!!! Please!!!!!

Our downtown that will serve the purpose of a citizen / outsider to visit with his or her family. Parking all day and walking around into the night. While every tangible and intangible serves all the senses for everyone on site. Everyone's senses are to be fulfilled!!! By smell, taste, touch, sight and or eari!!!! Can you imagine the sounds of Christmas music being played and lights on display. While eating sugary treats from all the different sugary locations. The smell of all different kinds of things as well such as; Hot Chocolate, Coffee, Sweets, Burgers, Fries, Barbecue, Mexican, Thai, Chinese, Mediterranean, Steak, Sea Food. Wow!!!! The sounds of Christmas music being played by a band and or live DJ!!! As we walk around shopping for gifts!!! Dowtown should be a awesome experience for ALL!!!

EXHIBIT 7

Planning and Housing Commission Secretary

Questions on Public Hearing

On December 8th

1. How will delivery of product effect the residents on Belle Ave with the closing of 4th & 5th street?

2. Are the roads equipped to carry excess weight of semi delivery trucks?

3. Have you looked into traffic data on 3rd & Belle Ave? There have been many traffic accidents at this intersection.

4. Have you reached out to local community asking them what they want in the area?

5. Is this just the beginning of the Downtown area. Are there plans or talk of getting rid of the single family homes in the surrounding area?

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Katherine M. Butler, MPH, Director
8800 Cal Center Drive
Sacramento, California 95826-3200
dtsc.ca.gov

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

November 25, 2025

Rocio Lopez
Senior Planner
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882
rocio.lopez@coronaca.gov

RE: MITIGATED NEGATIVE DECLARATION FOR THE NORTHGATE GONZALEZ MARKET DATED NOVEMBER 17, 2025, STATE CLEARINGHOUSE NUMBER 2025110646

Dear Rocio Lopez,

The Department of Toxic Substances Control (DTSC) reviewed the Mitigated Negative Declaration (MND) for the Northgate Gonzalez Market (Project). The proposed Project consists of a General Plan Amendment (GPA), Specific Plan Amendment (SPA), Parcel Map 38981 and Precise Plan applications. Additionally, a review of the site plan, architecture, perimeter walls/fencing and landscaping for a 40,000 square foot Northgate Gonzalez grocery market and remodel of an existing 6,930 square foot bank building into a bank and restaurant use on a combined acreage of 4.88 net acres consisting of 13 combined parcels. The GPA will change land use of two parcels from Low Density Residential and General Commercial to Mixed Use Downtown; the SPA will change zoning of two parcels from Single Family and Gateway Business to Downtown. The Parcel Map will merge 13 parcels into one parcel to accommodate the proposed Project. DTSC recommends and requests consideration of the following comments:

1. If buildings or other structures are to be demolished on any Project sites included in the proposed Project, surveys should be conducted for the presence of lead-based

EXHIBIT 8

paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.

2. DTSC recommends all imported soil/fill material be tested to ensure all COCs meet screening levels as outlined in DTSC's PEA Guidance Manual. Furthermore, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing fill is necessary. To minimize the possibility of introducing contaminated soil/fill material there should be documentation of the origins of the soil/fill material and, if applicable, sampling be conducted to ensure that the imported soil/fill material are suitable for the intended land use. The soil sampling should include analysis based on the source of the soil/fill and knowledge of prior land use.
3. The City of Corona should consider soil testing as mentioned in comment #2. If, in the event any COC results are above DTSC residential screening levels, DTSC recommends the City of Corona address the contaminations within the Project area through an Environmental Site Assessment and/or receive oversight from a self-certified local agency, DTSC or Regional Water Quality Control Board. If entering into one of DTSC's voluntary agreements, please note that DTSC uses a single standard Request for Lead Agency Oversight Application for all agreement types. Please apply for DTSC oversight using this link: Request for Agency Oversight Application. Submittal of the online application includes an agreement to pay costs incurred during agreement preparation. If you have any questions about the application portal, please contact the relevant Regional Brownfield Coordinator for your Project.

DTSC would like to thank you for the opportunity to comment on the MND for the Northgate Gonzalez Market. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any

questions or would like clarification on DTSC's comments, please respond to this letter or via our CEQA Review email for additional guidance.

Sincerely,

Dave Kereazis
Associate Environmental Planner
HWMP-Permitting Division – CEQA Unit
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

cc: (via email)

Governor's Office of Land Use and Climate Innovation
State Clearinghouse
state.clearinghouse@lci.ca.gov

Marco Arzola
Project Applicant - VP of Design and Construction
Northgate Gonzalez Market
marco.arzola@northgatemarkets.com

Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

Scott Wiley
Associate Governmental Program Analyst
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

California Department of Transportation

DISTRICT 8
464 WEST 4TH STREET
SAN BERNARDINO CA, 92401
(909) 925-7520
www.dot.ca.gov

December 11, 2025

Route & Postmile #: SR-91/ PM 6.252
Cross Street: W. Sixth Street & S. Main Street
GTS ID: 38530
SCH #: 2025110646

City of Corona
Planning Division
Attn: Rocio Lopez
400 S Vicentia Ave,
Corona, CA 92882

Subject: Caltrans LDR Branch Review of the Corona Northgate Gonzalez Market Project

The California Department of Transportation (Caltrans) Local Development Review (LDR) Branch has completed its review of the Northgate González Market Mitigated Negative Declaration (MND) and related Traffic Impact Analysis (TIA). The project site is located in the City of Corona at the northwest corner of W. Sixth Street and S. Main Street, encompassing 13 parcels as well as portions of W. Fifth Street and W. Fourth Street. The site is approximately 1,200 feet from the State Route 91 (SR-91) and S. Main Street interchange.

The project site is partially vacant and currently includes a strip retail building slated for demolition, a vacant bank, and two vacant parcels along W. Fourth Street. Existing zoning includes Downtown (D), Single Family (SF), and Gateway Business (GB), with General Plan land use designations of Mixed Use Downtown (MUD), Low Density Residential (LDR), and General Commercial (GC).

The proposed Project includes a General Plan Amendment (GPA2024-0003), Specific Plan Amendment (SPA2024-0003), Parcel Map 38981 (PM 38981), and Precise Plan (PP2024-0001) to allow development of a 40,000-square-foot Northgate González grocery store and the remodel of an existing 6,930-square-foot bank building into a bank and restaurant use. The 4.88-acre site consists of 13 parcels that will be merged into one through PM 38981.

The GPA would change the land use of two parcels from Low Density Residential (LDR) and General Commercial (GC) to Mixed Use Downtown (MUD). The SPA would rezone these parcels from Single Family (SF) and Gateway Business (GB) to Downtown (D). The Project also includes new landscaping, parking, and public right-of-way improvements, including sidewalks, curb and gutter, utilities, and stormwater infrastructure upgrades.

Public correspondence received after Planning & Housing agenda was posted.

Based on the information available, we are submitting the following comments and recommendations for your consideration:

Local Development Review

Vehicle Miles Traveled (VMT):

Although the project's VMT impacts are considered less than significant, we strongly recommend implementing VMT reduction strategies wherever feasible. Such measures can help advance long-term sustainability goals, enhance multimodal accessibility, and support environmentally responsible development. Below are a few recommendations that may be appropriate for this project:

1. Install bicycle racks near the front entrance of the market to provide convenient and secure parking for cyclists.
2. Continue developing a cohesive and functional bicycle network within the City of Corona to better connect residents to the proposed project.

Traffic Operations

General:

1. Update the PE stamp on TIA as it has expired.
2. Include truck turning templates for nearby intersections on the State Highway System (SHS).

Traffic Impact Analysis:

3. Include horizon year scenario with and without the project in the traffic analysis.
4. Include queuing analysis for all scenarios at locations on the State Highway System (SHS).
5. Use a speed of 40 mph for all on and off ramps for the SR-91 and Main St interchange VISTRO analysis.

Safety Review:

6. Consider preparing a Traffic Safety Review as a stand-alone report for proposed land use projects and plans affecting the State Highway System. Local Development Review (LDR) Safety Review Practitioner's Guidance.
   a) Please analyze the existing crash data and discuss project's impact on safety as needed.
   b) To request crash data on the State Highway System, please submit your request via our California Public Records Act (CPRA) portal at mycusthelp.com.
   c) Please provide appropriate countermeasures (if any) to mitigate/reduce project's impact.
7. Please analyze safety concerns related to the increase in traffic volumes and potential queuing, propose appropriate mitigation measures as necessary.

Equitable Access

If any Caltrans facilities are impacted by the project, they must comply with American Disabilities Act (ADA) Standards upon project completion. Additionally, the project must ensure the maintenance of bicycle and pedestrian access throughout the construction phase. These access considerations align with Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Caltrans Encroachment Permit

Be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' right-of-way requires a Caltrans-issued encroachment permit.

For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526
D8.E-permits@dot.ca.gov
https://dot.ca.gov/programs/traffic-operations/ep
Important Note: All new permit applications must now be submitted through our new CEPS Online Portal at: https://ceps.dot.ca.gov/

Please be advised that LDR's point of contact role will conclude upon the completion of the development entitlement process. Once project is entitled, the Encroachment Permit Office will serve as the primary point of contact moving forward.

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-925-7520.

Sincerely,

Janki Patel

Janki Patel
Branch Chief - Local Development Review
Division of Transportation Planning
Caltrans District 8

MEMORANDUM

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.5939 F
www.llgengineers.com

Pasadena
Irvine
San Diego

To:	Ms. Rocio Lopez, MPA City of Corona	Date:	December 23, 2025
From:	Keil D. Maberry, P.E., Principal Angela Besa, P.E., Transportation Engineer III Linscott, Law & Greenspan, Engineers	LLG Ref:	2.24.4620.1

Subject: ***Response to Comments Memorandum for Northgate Market – Corona***

Linscott, Law & Greenspan, Engineers (LLG) is pleased to provide the following responses to address comments provided in the Caltrans District 8 LDR Branch Review Letter, dated December 11, 2025, of the *Traffic Impact Analysis Report for Northgate Market*, dated July 10, 2025. The Caltrans Letter is attached and referenced in our responses provided below.

Response to Caltrans Traffic Analysis Comments:

- **Response to Local Development Review:** Comment acknowledged.
  1. Bicycle racks will be provided consistent with City of Corona requirements.
  2. The bicycle network will be developed within the vicinity of the Project site consistent with City of Corona requirements.

- **Response to Traffic Operations:**

  General:

  1. Comment acknowledged. The PE stamp will be updated accordingly.
  2. Given that the Main Street/SR-91 Interchange was recently reconstructed in conjunction with the SR-91 Freeway Project, the ramps were reconstructed to adequately accommodate large truck movements

  Traffic Impact Analysis:

  3. Horizon analysis is not required per City of Corona TIA Guidelines.
  4. Comment acknowledged. Review of the level of service analyses within the TIA revealed no freeway ramp queuing deficiencies at SR-91/Main Street Interchange.
  5. Comment acknowledged. Using 40 mph would not change the acceptable queuing results.

  Safety Review:

  6. Comment acknowledged. The Project has no direct access to the State Highway System (SHS).
     a) Not applicable (No direct SHS access)
     b) Not applicable (No direct SHS access)

c) Not applicable (No direct SHS access)

7. Comment acknowledged. The Project has no direct access to the State Highway System (SHS).

- **Response to Equitable Access:** Comment acknowledged. No Caltrans facilities are impacted by the proposed Project. However, ADA, bicycle, and pedestrians access will be maintained per City of Corona requirements.

- **Response to Caltrans Encroachment Permit:** Comment acknowledged. It is not anticipated that any permanent work or temporary traffic control will encroach into Caltrans right-of-way.

* * * * * * * * * * *

Please let us know if you have any comments or questions regarding this response memorandum.

Attachment