INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

VantagePoint Church
(PROJECT 15-1174)

Lead Agency:

CITY OF EASTVALE
Planning Department
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

February 12, 2018

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I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing an application for a Major Development Plan for the VantagePoint Church (proposed project), which consists of construction of a 1,200-seat church facility, a high-school building, and a children's building totaling approximately 122,000-square-feet on approximately 10.5 acres.

The project site is designated by the Eastvale General Plan as Low Density Residential (LDR) and zoned Light Agriculture (A-1) and Heavy Agriculture (A-2-10). The proposed project—a church--is a permitted use in the Light and Heavy Agriculture zones.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.).

B. PROJECT LOCATION AND DESCRIPTION OF SURROUNDING AREA

The project site is located in Eastvale at the northeast corner of Prado Basin Park Road and Archibald Avenue approximately 2 miles west of Interstate 15 (I-15) on two parcels—Assessor's Parcel Numbers (APN) 130-080-005 and 130-080-008.

The regional and local vicinity of the project site are shown in **Exhibit 1, Regional Vicinity,** and **Exhibit 2**, **Project Location**. The project site encompasses approximately 10.5 acres and is predominantly vacant land covered with ruderal vegetation. The project site contains three permanent structures (one residential home, one shed, and one metal garage) and three non-permanent structures (trailers). The site has an average elevation of approximately 590 feet above mean sea level.

The site is bounded on the north by agricultural uses, on the west by Archibald Avenue, on the east by the Santa Ana River, and on the south by Prado Basin Park. Beyond these roadways, to the west and south, are single-family residential neighborhoods. These neighborhoods include single-story and two-story homes and associated improvements, including sidewalks, street lighting, and ornamental landscaping.

C. PROJECT DESCRIPTION

PROPOSED FACILITIES

The project would include the development of a church facility, as well as other supporting uses as outlined below and illustrated in **Exhibit 3**, **Proposed Site Plan**. Proposed facilities include a 1,200-seat church facility, a high-school building, and a children's building totaling approximately 122,000-square-feet on approximately 10.5 acres. The project would be phased—as further described below—and would also include interim improvements, specifically portable classrooms, until permanent facilities can be constructed.

Road improvements to be implemented as part of the project include:

- Archibald Avenue from the intersection of Prado Basin Park Road northbound to the northbound site limit. Half width improvements consistent with the General Plan circulation element including two-travel lanes, curb and gutter, parkway, sidewalk, raised median with landscaping.

- Archibald Avenue and Prado Basin Park Road Intersection. Full intersection improvements including traffic signal modification, pavement, curb return and ADA ramps.
- Prado Basin Road between Archibald Avenue and Kendra Lane. Half-width street improvements consistent with the General Plan circulation element including travel lane, curb and gutter, and sidewalk.

Access to the project would be via two driveways (Driveways 1 and 2) connecting the site to Archibald Avenue and a driveway on Prado Basin Road that will utilize the existing signalized intersection at Prado Basin Park Road and Archibald Avenue. Prado Basin Park Road is assumed to continue to allow full access to Archibald Avenue via the existing signalized intersection, while Driveways 1 and 2 are proposed for right-in/right-out access only. Approximately 60 percent of church attendees are anticipated to come from the Eastvale/Mira Loma area, with the remaining 40 percent from the Norco/Corona, Chino/Chino Hills, and Ontario areas.

PROJECT OPERATION

The proposed weekday uses of the facility include, but are not limited to:

- A café that serves food and beverages, with ample seating attached to the lobby of the main auditorium. Although open to the public from 7:00 a.m. to 9:00 p.m. Monday through Friday and from 7:00 a.m. to 10:00 p.m. on Saturday and Sunday, the applicant anticipates that the café would be primarily frequented by those already on-site for other church-related activities.
- A bookstore in the lobby of the main auditorium and that would be open to the public during the same hours as the café. However, as with the cafe, the applicant anticipates that the bookstore would be primarily frequented by those already on-site for other church-related activities. Neither the café nor the bookstore would be advertised on on-site signage.
- Meeting areas of various sizes and capacities (maximum of 200 people) for church functions and meetings, as well as use by the City, community, and private entities for private events, meetings, training sessions, etc., between the hours of 7:00 a.m. and 10:00 p.m.
- A “splash pad” water play area and other related family-friendly environmental features (e.g., seating areas, playground, free Wi-Fi access). Again, although these areas would be open to the public during the café hours, that applicant anticipates that these areas would be used by those already on-site for other church-related activities.
- Worship services are anticipated to occur during weekday evenings with a maximum attendance of 1,000 adults and 650 children/youth. Services may occur on any given weeknight between 5:00 p.m. and 10:00 p.m. These services are anticipated to start toward the end of the peak hours and would end during off-peak hours.

Weekend uses include, but are not limited to:

- Weekend worship services that may be attended by up to 1,000 adults and 650 children/youth during any given service. These services will typically occur on Saturday evenings between 5:00 p.m. and 10:00 p.m., as well as on Sundays between 7:00 a.m. and 10:00 p.m.

Special event uses include, but are not limited to:

- Weddings, funerals, memorial services, special services, concerts, plays, and other similar indoor services. No more than two of these special events are anticipated per week.

- Wedding receptions, baptisms, family movie nights, and other similar outdoor events to be held in the courtyard area adjacent to the river. Again, no more than two of these special events are anticipated per week.
- Periodic week-long programming, such as children's vacation bible school, which would occur during normal business hours.
- Seasonal events during Christmas (Christmas gift mart, Christmas tree lighting, etc.), Easter (Easter egg hunt, Good Friday services, etc.), Halloween (trunk or treat, etc.), and summer activities (outdoor barbecues, summer picnics, special 9/11 service, etc.). The anticipated maximum attendance, according to the applicant, would be no larger than the weekend worship services for any of these events.

Outreach ministry uses include, but are not limited to:

- After-school programs such as tutoring, classes, and recreational activities. The anticipated attendance is approximately 200 or fewer.
- Benevolence ministries such as a food pantry and counseling. Again, the anticipated attendance is approximately 200 or fewer.

PROJECT CONSTRUCTION AND PHASING

The project is proposed to be constructed in three phases, with the final phase built in approximately 10 years.

Phase I would include the following elements, illustrated in **Exhibit 4**, **Phase I Site Plan**:

- Mass grading of the entire project site (approximately 10.5 acres), and site stabilization
- Construction of the student building for use as a worship building until construction of the sanctuary in Phase III
- Installation of six portable buildings for children's classrooms
- A portion of the proposed parking lot
- Landscaping and water quality improvements
- Road improvements:
    - Archibald Avenue from the intersection of Prado Basin Park Road northbound to the northbound site limit. Half width improvements consistent with the General Plan circulation element including two-travel lanes, curb and gutter, parkway, sidewalk, raised median with landscaping.
    - Archibald Avenue and Prado Basin Park Road Intersection. Full intersection improvements including traffic signal modification, pavement, curb return and ADA ramps.
    - Prado Basin Road between Archibald Avenue and Kendra Lane. Half-width street improvements consistent with the General Plan circulation element including travel lane, curb and gutter, and sidewalk.

Phase II would include the following elements, and is anticipated to commence in 2021:

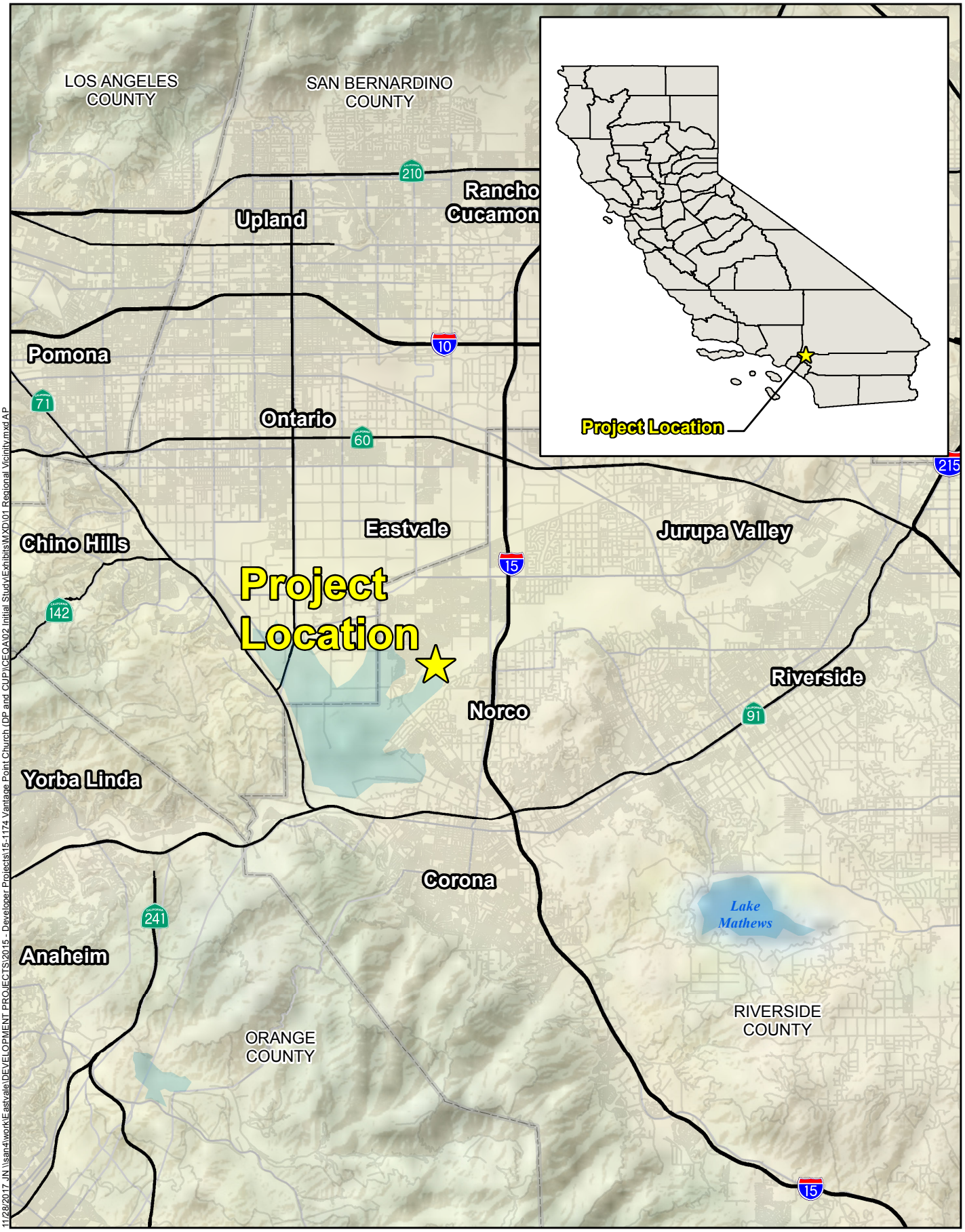
- Construction of children's building

- Removal of portables when children's building is complete

Phase III would begin in 2024:

- Sanctuary building

A geotechnical investigation identified the presence of soils on the project site that would require remediation (Leighton and Associates, Inc. 2016). For example, the project site has unconsolidated fill that would require excavation and screening for debris, prior to reuse on-site. Certain geotechnical conditions may extend beyond the project site. Nonetheless, project development is limited to the project footprint illustrated in the project site-plan (see Exhibit 3), and would not encroach either onto adjacent private property, or into designated conservation areas under the Riverside County Multi-Species Habitat Conservation Plans. See Section IV. 6. *Geology and Soils*, and the geotechnical report in Appendix 6 for additional discussion.



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Michael Baker INTERNATIONAL

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Source: ESRI Relief Map, National Highway Planning Network

VANTAGE POINT CHURCH
INITIAL STUDY

Regional Vicinity

Exhibit 1

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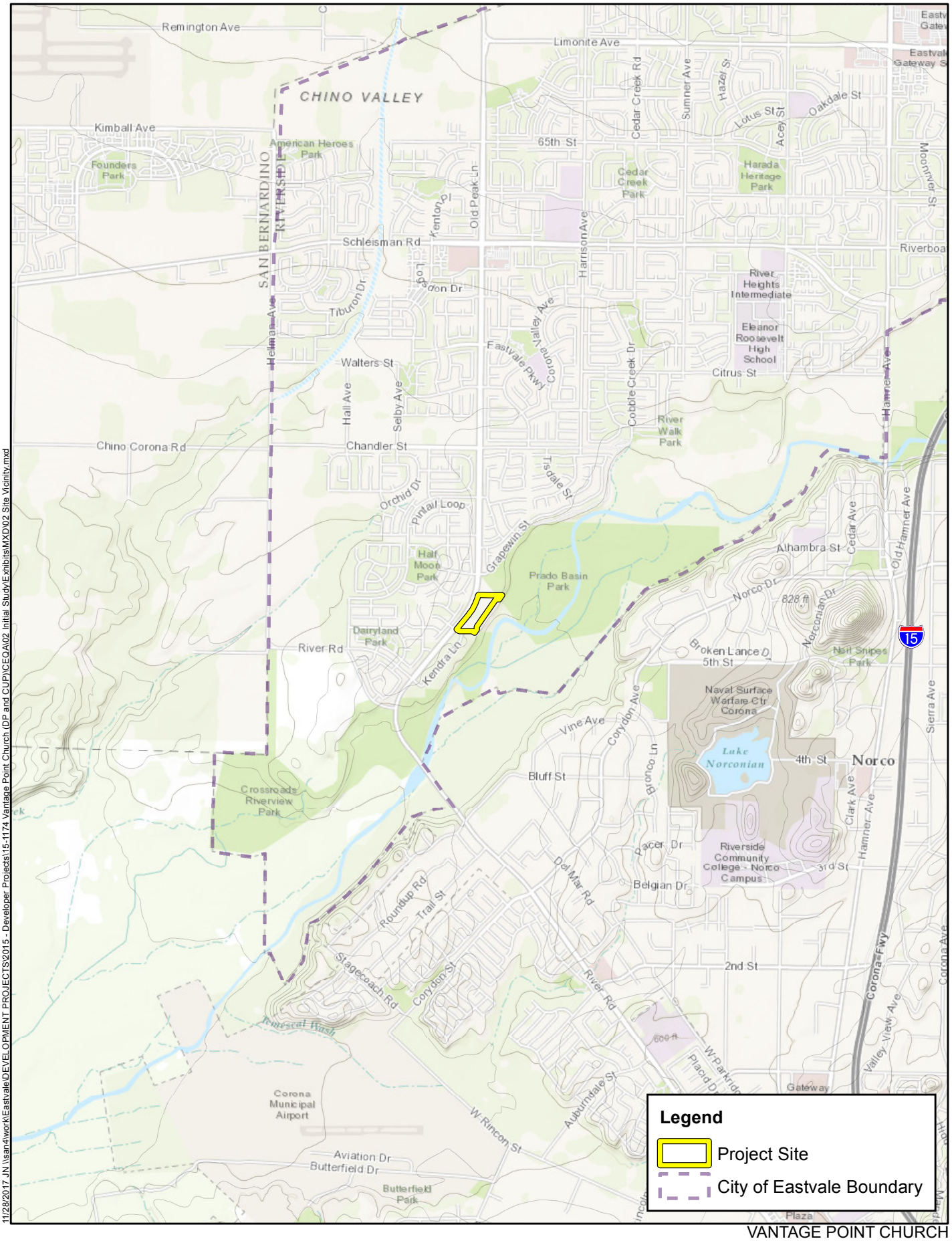

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VANTAGE POINT CHURCH
INITIAL STUDY

Project Location

Exhibit 2

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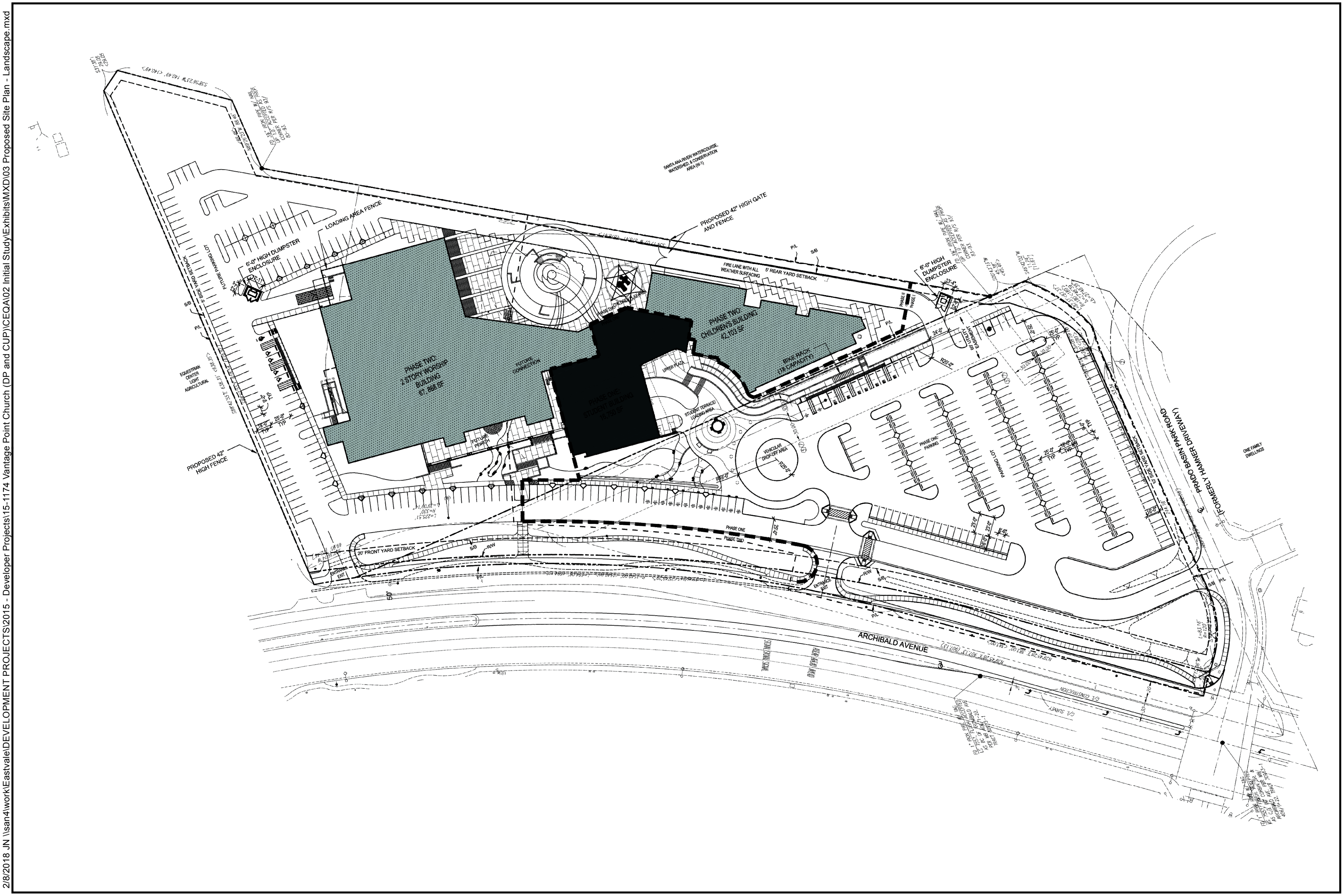

VANTAGE POINT CHURCH
INITIAL STUDY

Proposed Site Plan

Not to Scale

Source: GFF Architects

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Exhibit 3

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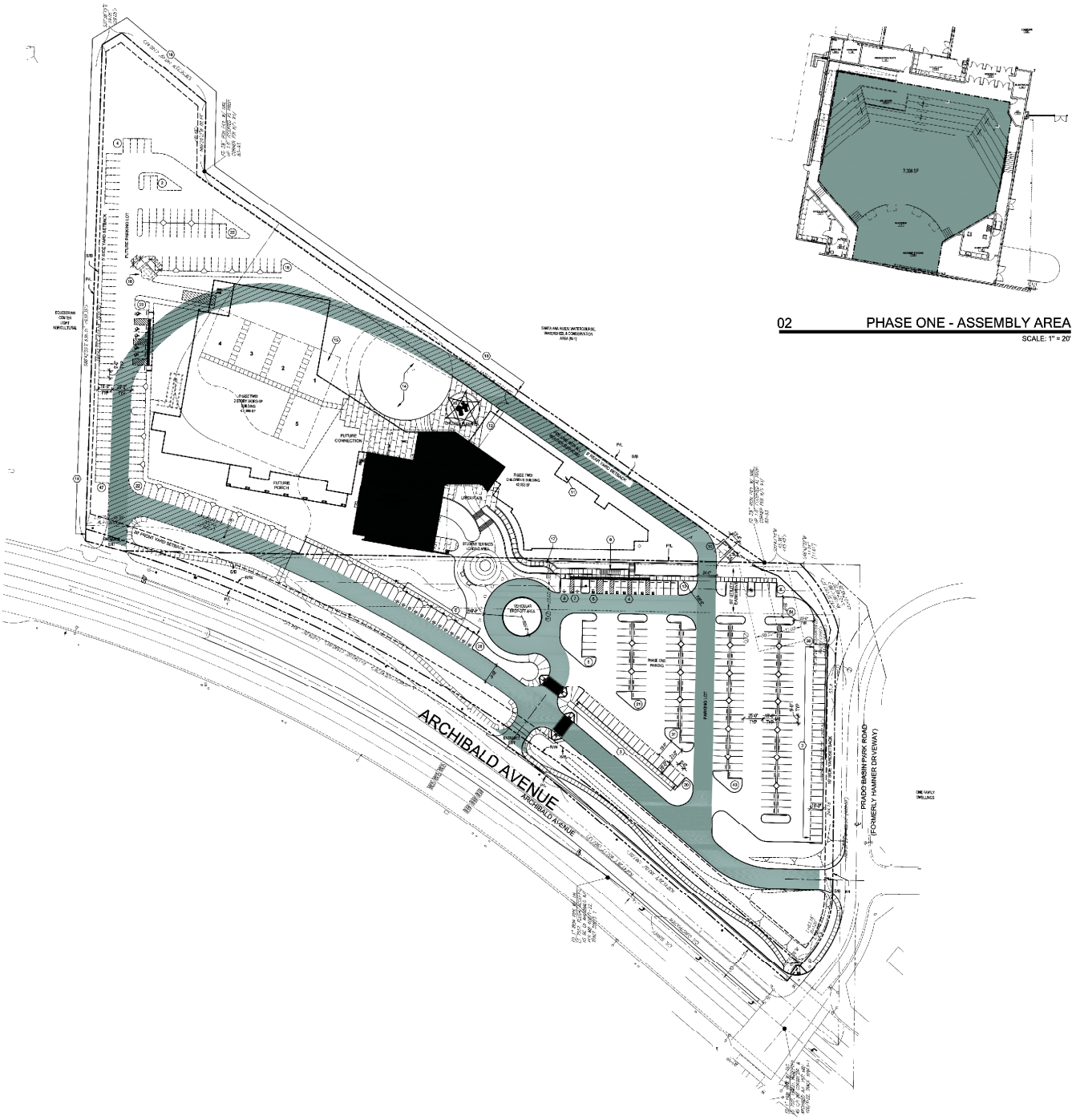

2/8/2018 JN \\san4\work\Eastvale\DEVELOPMENT PROJECTS\2015 - Developer Projects\15-1174 Vantage Point Church (DP and CUP)\CEQA\02 Initial Study\Exhibits\MXD\04 Phase I Site Plan - Portrait.mxd

Michael Baker INTERNATIONAL

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Source: GFF Architects

VANTAGE POINT CHURCH
INITIAL STUDY

Phase I Site Plan

Exhibit 4

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II. ENVIRONMENTAL SETTING

A. REGULATORY SETTING

The Eastvale General Plan was adopted in 2012 and can be found on the City's website at www.eastvaleca.gov/city-hall/planning/general-plan. As described previously, the General Plan land use designation for the project site is Low Density Residential (LDR), which allows for the development on large parcels with a minimum lot size of one-half acre.

The City's Zoning Code was adopted in 2013 and can be found on the City's website at www.eastvaleca.gov/city-hall/planning/eastvale-zoning-code. The project site is zoned Light Agriculture (A-1) and Heavy Agriculture (A-2-10), both of which permit the development of religious institutions by right.

The proposed project would be consistent with the current General Plan land use designation and zoning for the project site.

B. PHYSICAL SETTING

The project site is predominantly vacant land with one single-family residential structure located on the eastern boundary of the site (Group Delta 2016a). The vicinity is generally composed of residential uses to the north, south, and west. The Santa Ana River is directly east of, and adjacent to the site, and is approximately 0.50 mile in width at this location.

The site's public frontage has not yet been constructed. Project site frontage includes asphalt concrete (AC) curb. There is no sidewalk or street lighting.

III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

1.	**Project Title**	VantagePoint Church Major Development Plan Review (Project No. 15-1174)
2.	**Lead Agency Name and Address**	City of Eastvale 12363 Limonite Avenue, Suite 910 Eastvale, CA 91752
3.	**Contact Person and Phone Number**	Eric Norris; (530) 903-5694
4.	**Project Location**	Northeast corner of Archibald Avenue and Prado Basin Park Road (APNs 130-080-005 and 130-080-008)
5.	**Project Sponsor Name and Address**	VantagePoint Church Tom Lanning 5171 Edison Avenue, Suite C Chino, CA 91710
6.	**General Plan Designation Existing**	Low Density Residential (LDR)
	General Plan Designation Proposed	Low Density Residential (LDR)
7.	**Zoning Existing**	APN 130-080-005: Light Agriculture (A-1) APN 130-080-008: Heavy Agriculture (A-2-10)
	Zoning Proposed	APN 130-080-005: Light Agriculture (A-1) APN 130-080-008: Heavy Agriculture (A-2-10)
8.	**Description of Project**	The proposed project consists of the construction of an approximately 124,000-square-foot, 1,200-seat church campus on 10.5 acres. The church campus would include a 71,954-square-foot two-story worship building, an 16,750-square-foot student building, and a 35,616-square-foot children's building. The site would be accessed via two new driveways on Archibald Avenue and one driveway on Prado Basin Park Road.

9. Surrounding Land Use Designations and Zoning

North	Land Use Designation	Low Density Residential (LDR)
	Zoning	Light Agriculture (A-1)
East	Land Use Designation	Conservation
	Zoning	Watershed Conservation (W-1)
South	Land Use Designation	Low Density Residential (LDR)
	Zoning	Residential Agriculture (R-A)
West	Land Use Designation	Medium Density Residential (MDR)
	Zoning	One-Family Dwellings (R-1)

10. Other Required Public Agency Approvals

- Jurupa Community Service Department – water and wastewater connections
- Santa Ana Regional Water Quality Control Board – Water Quality Management Plan (WQMP)
- State Water Resources Control Board – Stormwater Pollution Prevention Plan (SWPPP)

11. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File based on Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

The City has established a Tribal Historic Preservation Office (THPO) contact list pursuant to Public Resources code section 21080.3. The City has distributed letters to applicable THPOs on the City's contact list, providing initial information about the project and inviting consultation. See Section IV. 17. *Tribal Cultural Resources* of this Initial Study for additional information.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact requiring mitigation to be reduced to a level that is less than significant as indicated in the checklist on the following pages.

☐ Aesthetics	☐ Hazards and Hazardous Materials	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hydrology and Water Quality	☐ Recreation
☒ Air Quality	☐ Land Use and Planning	☐ Transportation/Traffic
☒ Biological Resources	☐ Mineral Resources	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Noise	☐ Utilities and Service Systems
☐ Geology and Soils	☐ Population and Housing	☒ Mandatory Findings of Significance
☐ Greenhouse Gas Emissions		

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Representative

Eric Norris, Planning Director

February 12, 2018

Date

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IV. ENVIRONMENTAL ANALYSIS

1. AESTHETICS. Would the proposed project:					
Issues		**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Have a substantial adverse effect on a scenic vista?			✓	
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	
e)	Interfere with the nighttime use of the Palomar Observatory, as protected through the Palomar Observatory Lighting Ordinance?				✓

DISCUSSION

1(a) Have a substantial adverse effect on a scenic vista? ***Determination: Less Than Significant Impact***

Scenic vistas include natural features such as topography, watercourses, natural vegetation, and man-made alterations to the landscape. The area adjacent to the project site to the south and west is fully developed with suburban residential uses. Significant scenic resources in the region include the Santa Ana River and the Santa Ana Mountains. The project site is located directly west of, and adjacent to the river. Because of the lack of elevation change adjacent to the project site, the proposed project would not obscure views of the river from adjacent areas. Further, the limited height of the proposed project would not have a substantial impact on views from the river, nor would the project obscure views of the mountains from surrounding properties. Therefore, impacts to visual character or quality would be less than significant.

1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ***Determination: No Impact***

The project site is not near any highways that have been officially designated or are eligible for official designation as a state scenic highway (Caltrans 2017). The nearest scenic highway to the project site is I-15, which is approximately 4 miles west of the site. In addition, the project site does not include scenic resources such as trees, rock outcroppings, or historic buildings that would be impacted by the project. No impact to scenic resources or highways is anticipated.

1(c) Substantially degrade the existing visual character or quality of the site and its surroundings? ***Determination: Less Than Significant Impact***

The project site is characterized by partially developed land, including a limited number of existing structures. The site is generally surrounded by suburban development, with the Santa Ana River bordering the site to the east. The project site is zoned Light and Heavy Agriculture and substantial previous disturbance has occurred. Although the proposed project would change the site's character from partially developed land to a more fully developed religious institution use, the project would be visually compatible with existing residential development on Archibald Avenue that surrounds the project site and is in line with the uses anticipated in the Eastvale Zoning Code. The project will be subject to the Eastvale Design Standards and Guidelines, to achieve development that exhibits high quality, visually appealing architecture, building materials, color palette, landscaping, and screening parking areas, storage areas, and utilities. Therefore, the proposed project would not substantially degrade the visual character or quality of the project site. Impacts related to visual character would be less than significant.

1(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ***Determination: Less Than Significant Impact***

The project site is partially developed with a single-family residence and other temporary and permanent structures. These buildings generate a minimal amount of light and glare. The proposed development would include exterior lighting commonly associated with an assembly use development, including pole-mounted parking lot lighting, security lighting, light escaping through building windows and doors, vehicle headlights, and illuminated signage. In addition, reflective building materials such as window glass and vehicle windshields could create sources of daytime glare. These would each represent a new source of light or glare in the area.

The proposed project would be subject to the standards in Eastvale Municipal Code Section 120.05.050, Outdoor Lighting. This code section requires that all outdoor lighting fixtures for assembly use undergo development review approval by the City. All outdoor lighting must be fully shielded and/or recessed and directed downward to reduce light trespass to adjoining properties. All lighting must be designed to illuminate at the minimum level necessary for safety and security. Additionally, the height of all pole-mounted lighting fixtures would be limited based on proximity to residential uses. Compliance with these existing City lighting standards would reduce potential impacts to adjacent uses and the nighttime sky to a less than significant level.

1(e) Interfere with the nighttime use of the Palomar Observatory, as protected through the Palomar Observatory Lighting Ordinance? ***Determination: No Impact***

No Impact. As stated in Ordinance 655, lighting is only considered to be a potential impact to the Mount Palomar Observatory if the project is located in Zone A (within 15 miles of the observatory) or Zone B (within 45 miles of the observatory). The project site is not located in either Zone A or Zone B. The proposed project site is located approximately 57 miles from the Mount Palomar Observatory and therefore is not subject to the lighting restrictions contained in Ordinance 655. No impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

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

DISCUSSION

2(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? ***Determination: No Impact***

The project site is designated by the California Department of Conservation (2017) Farmland Mapping and Monitoring Program as Other Land. The department describes Other Land as land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines or borrow pits; and water bodies

smaller than 40 acres. Vacant and nonagricultural land surrounded by urban development and greater than 40 acres is mapped as Other Land. As such, the project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the project would have no impact.

2(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **Determination: No Impact**

The project site contains two parcels that are zoned Light Agriculture (A-1) and Heavy Agriculture (A-2-10). The site is not operated under a Williamson Act contract with any local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. Therefore, the project would have no impact.

2(c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? **Determination: No Impact**

As noted in the Project Description, the project site is generally vacant, containing only a few number of buildings. A limited number of trees are scattered throughout the site. The project site is zoned as Heavy Agriculture-10 Acre Minimum (A-2-10) and Light Agriculture (A-1); however, it is not in active agricultural use. The site does not contain any timberland, nor is it is an area zoned for timber production. Therefore, no impact would occur.

2(d) Result in the loss of forestland or conversion of forestland to non-forest use? **Determination: No Impact**

The project site contains a limited number of trees, scattered throughout the site. The site is generally surrounded by development, with the Santa Ana River to the east. Implementation of the proposed project would not result in the loss or conversion of any forestland. Therefore, no impact would occur.

2(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use? **Determination: No Impact**

The project site is in a predominantly developed area of the city. Surrounding zones include One-Family Dwellings (R-1), Residential Agricultural (R-A), Watercourse (W-1), and Light Agriculture (A-1). The proposed project would have no effect on farmland or forestland elsewhere in the city. Therefore, no impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

3. AIR QUALITY. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Conflict with or obstruct implementation of the applicable air quality plan?		✓		
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d)	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e)	Create objectionable odors affecting a substantial number of people?			✓	

DISCUSSION

An Air Quality Impact Analysis was prepared by Urban Crossroads (2016; Appendix 3) to assess potential air quality-related impacts for the proposed project. The following discussion is based on the Air Quality Impact Analysis.

In addition, supplemental correspondence from Urban Crossroads (2018) clarifies that the 2016 air quality evaluation more than sufficiently estimates maximum daily emissions associated with construction, irrespective of specific facilities evaluated and project construction phasing. See 3(b) on *Construction Emissions* below, for additional discussion.

3(a) Conflict with or obstruct implementation of the applicable air quality plan? ***Determination: Less Than Significant Impact with Mitigation Incorporated***

The project site is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. Relative to the project site, the nearest long-term air quality monitoring site for carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), particulate matter ≤ 10 microns (PM_{10}), and particulate matter ≤ 2.5 microns ($PM_{2.5}$) is the South Coast Air Quality Management District Metropolitan Riverside County 1 monitoring station (SRA 23), located approximately 11 miles northeast of the project site.

The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., O_3, PM_{10}, and $PM_{2.5}$). Criteria pollutants are common air pollutants that are known to be hazardous to human health. To reduce emissions, the

SCAQMD adopted the 2016 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), Southern California Association of Governments (SCAG), California Energy Commission, California Public Utilities Commission, California Department of Transportation (Caltrans), and US Environmental Protection Agency (EPA).

The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The growth forecasts were defined in consultation with local governments and with reference to local general plans.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP.

The air quality violations that Consistency Criterion No. 1 refers to are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). CAAQS and NAAQS violations would occur if localized significance thresholds or regional thresholds were exceeded.

As evaluated in Response 3(b) below, the project would exceed the SCAQMD short-term construction thresholds for nitrogen oxides (NOx) but would not exceed the long-term operational thresholds. To reduce NOx emissions to less than significant levels, mitigation measure **AQ-1** will require the use of California Air Resources Board (CARB) Tier 3 Certified equipment or better. With implementation of this mitigation measure, the project would not exceed the construction thresholds.

Regarding Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. Development consistent with the growth projections in the Eastvale General Plan is considered consistent with the AQMP. The General Plan designates the project site as Low Density Residential (LDR). LDR land uses generally allow single-family detached residential units and ancillary structures on parcels of at least one-half acre. The site is zoned Light Agriculture (A-1) and Heavy Agriculture (A-2-10), which allows various uses such as single-family dwellings, small animal keeping, libraries, and religious institutions.

The project is consistent with allowed uses under the General Plan land use designation and zoning. The project would not exceed SCAQMD's regional thresholds for construction emission after implementing mitigation measure AQ-1 (refer to **Table 3-2**), would not exceed SCAQMD's Localized Significance Threshold for construction (refer to **Table 3-4**), and would not exceed SCAQMD's thresholds for long term operation (refer **Table 3-5)**. Therefore, the project would have a less than significant impact with mitigation. The project is consistent with the growth projections in the City's General Plan, and is therefore considered consistent with the AQMP.

The project has been determined to be consistent with the AQMP based on the two consistency criterions, if mitigation measure **AQ-1** is imposed. Impacts would be less than significant with mitigation incorporated.

3(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ***Determination: Less Than Significant Impact with Mitigation Incorporated***

As discussed previously, the project site is in the South Coast Air Basin and state and federal air quality standards are often exceeded in many parts of the basin. Because the project would involve grading and other construction activities, as well as result in long-term operations at the project site, it would contribute to regional and localized pollutant emissions during construction (short term) and operation (long term). The following analysis compares the project's anticipated air quality impacts with the SCAQMD standards.

CONSTRUCTION EMISSIONS

A supplemental memo from Urban Crossroads (2017) clarifies that the 2016 air quality evaluation more than sufficiently estimates maximum daily emissions associated with construction, irrespective of specific facilities evaluated and project construction phasing. The 2016 analysis anticipates including initial grading and site preparation of the entire project site, and construction of the 1,200-seat church. It does not specifically address the construction of other proposed buildings (high school and children's buildings). Development of the buildings would be implemented in 3 separate construction phases, (see Project Description). As construction emissions analysis is based on the peak (maximum) daily activity that could occur during construction, the air quality analysis addresses the maximum daily emissions that could result from project construction on a given day, and provides an appropriate analysis for the project.

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and NOx) and particulate matter (PM_{10} and $PM_{2.5}$). Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction would generate temporary emissions from site grading and excavation, paving, architectural coatings, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction activities associated with the first phase of the proposed project are estimated to last 15 months. Construction-generated emissions associated with the proposed 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.

All construction projects in the South Coast Air Basin are subject to SCAQMD rules and regulations in effect at the time of construction. SCAQMD rules that are currently applicable during construction activity include but are not limited to Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186 (Street Sweepers).

The estimated maximum daily construction emissions without mitigation are summarized in **Table 3-1**. Under this scenario, construction emissions for NOx would exceed the SCAQMD regional threshold of significance.

Table 3-1
Construction Emissions Summary Without Mitigation

	Emissions (pounds per day)					
	VOC	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 1	6.43	107.9	70.02	0.08	11.03	7.44
Construction Year 2	19.56	52.23	48.71	0.09	5.77	3.55
Maximum Daily Emissions	19.56	107.9	70.02	0.09	11.03	7.44
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	**Yes**	No	No	No	No

Source: Urban Crossroads 2016a

The estimated maximum daily construction emissions with mitigation are summarized in **Table 3-2**.

Table 3-2
Construction Emissions with Mitigation

	Emissions (pounds per day)					
	VOC	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 1	6.38	76.39	60.79	0.08	9.71	6.29
Construction Year 2	19.56	52.04	48.71	0.09	5.77	3.55
Maximum Daily Emissions	19.56	76.39	60.79	0.09	9.71	6.29
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Urban Crossroads 2016a

Mitigation measure **AQ-1** requires the use of California Air Resources Board (CARB) Tier 3 Certified or better equipment and would reduce NOx emissions to below the SCAQMD threshold. As shown in **Table 3-2**, implementation of the mitigation measure would reduce construction-generated NOx emissions below SCAQMD significant thresholds.

Localized Construction Significance Analysis

As part of the SCAQMD's environmental justice program, attention has been focused on the localized effects of air quality from construction activities. SCAQMD staff have developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts at the nearest residence or sensitive receptor during construction. LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The project site is in SRA 22.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project site are above or below state standards. In the case of CO and nitrogen dioxide (NO_2), if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. In the case of PM_{10} and $PM_{2.5}$, project emissions are considered significant if they increase ambient concentrations by a measurable amount.

The SCAQMD has produced look-up tables for projects that disturb less than or equal to 5 acres daily and has also issued guidance on applying CalEEMod to localized significance thresholds. The LTS look-up tables depend on the project's SRA, acres disturbed per day, and the project's distance from receptors. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3-3** is used to determine the maximum daily disturbed acreage.

Table 3-3
Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Graders	2	0.5	8	1
	Crawler Tractor	4	1	8	4
Total acres graded per day during site preparation phase					5
Grading	Rubber-Tired Dozers	2	0.5	8	1
	Graders	2	0.5	8	1
	Crawler Tractor	3	1	8	3
Total acres graded per day during grading phase					5
Maximum Acres Graded per Day					5.0
Applicable LST Mass Rate Look-Up Table					5.0 acres

Source: Urban Crossroads 2016a

As shown in **Table 3-3**, the maximum disturbance area during the site preparation and grading phases is 5 acres. The nearest receptors are in the residential community adjacent to the project site, to the south. The LST methodology states that projects located closer than 25 meters to the nearest receptor should use the LST for 25 meters. Therefore, the distance used for the look-up table was 25 meters.

Table 3-4
Localized Significance Summary for Construction

Activity	Emissions (pounds per day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions – Site Preparation	94.4	56.35	6.32	4.14
Maximum Daily Emissions – Grading	107.8	68.71	10.78	7.37

Activity	Emissions (pounds per day)			
	NOx	**CO**	**PM_{10}**	**$PM_{2.5}$**
SCAQMD Localized Threshold (5 acres of disturbance) for receptors 25 meters from the project site	270	1,700	12	8
Threshold Exceeded?	No	No	No	No

Source: Urban Crossroads 2016a

As shown in **Table 3-4**, emissions resulting from project construction will not exceed any applicable LSTs. Project impacts are considered less than significant.

OPERATIONAL EMISSIONS

Operational activities associated with the proposed project will result in emissions of ROG, NOx, CO, sulfur oxide (SOx), PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Area source emissions
- Energy source emissions
- Mobile source emissions

Operational-source emissions are summarized in **Table 3-5**. As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, impacts would be less than significant.

Table 3-5
Long-Term Operational Emissions (Pounds per Day)

Emissions Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	8.9	1.12E-03	0.12	1.00E-05	4.40E-04	4.40E-04
Energy Use Emissions	5.00E-02	0.50	0.42	2.99E-03	4.00E-02	4.00E-02
Vehicle Emissions	4.86	8.97	42.59	0.15	10.26	2.88
Total	**13.81**	**9.47**	**43.13**	**0.15**	**10.30**	**2.92**
Winter						
Area Source Emissions	8.9	1.12E-03	0.12	1.00E-05	4.40E-04	4.40E-04
Energy Use Emissions	5.00E-02	0.50	0.42	2.99E-03	0.04	0.04
Vehicle Emissions	4.75	9.29	41.78	0.14	10.26	2.88
Total	**13.70**	**9.79**	**42.32**	**0.14**	**10.30**	**2.92**
SCAQMD Threshold	55	55	550	155	150	55
Threshold Exceeded?	No	No	No	No	No	N/A

Source: Urban Crossroads 2016a

Operations Localized Significance Analysis

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 or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, no long-term localized significance threshold analysis is needed, as there would be no impact.

3(c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* ***Determination: Less Than Significant Impact with Mitigation Incorporated***

As discussed above, the project site and the city are in the South Coast Air Basin, which is considered in nonattainment for ozone, PM_{10}, and $PM_{2.5}$. The proposed project would contribute to the net increase of ozone precursors during construction. SCAQMD has developed a policy to address the cumulative impacts of CEQA projects (SCAQMD 2003). The policy states the cumulative threshold to be the same as the project-level threshold, and indicates that project impacts are cumulatively considerable if they exceed project-specific air quality significance thresholds.

As evaluated in Responses 3(a) and 3(b), construction activities would exceed the SCAQMD threshold for NOx, an ozone precursor, but long-term operational activities would not exceed project-specific thresholds. However, mitigation measure AQ-1 would require the use of California Air Resources Board (CARB) Tier 3 Certified or better equipment and would reduce NOx emissions to a less than significant level. Therefore, after the implementation of the mitigation measure, the project would no longer result in a cumulatively significant impact. Impacts would be less than significant with implementation of mitigation measure AQ-1.

3(d) *Expose sensitive receptors to substantial pollutant concentrations?* ***Determination: Less Than Significant Impact***

The potential impact of toxic air pollutant emissions resulting from project development on sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term healthcare facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors.

AIR TOXIC CONCENTRATIONS

As discussed in Response 3(b), construction emissions would exceed the SCAQMD standards for NOx on a regional level and would require mitigation. LST analysis was developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. However, at a local level, **Table 3-4** shows that the project would not exceed the SCAQMD localized significance thresholds during construction. Therefore, local sensitive receptors would not be subject to significant air toxic impacts during project construction.

CARBON MONOXIDE

CO "hot-spots" analysis is needed to determine whether the change in the level of service (LOS) of an intersection, as a result of the proposed project, would have the potential to result in exceedances of the California or national ambient air quality standards (CAAQS or NAAQS). It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when

vehicles are idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the air basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan and 1992 Federal Attainment Plan for Carbon Monoxide. As discussed in the 1992 plan, peak CO concentrations in the SCAB are due to unusual meteorological and topographical conditions, and are not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 plan and subsequent plan updates and air quality management plans.

In the 1992 plan, a CO hot-spot analysis was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated were Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The analysis in the 1992 plan did not result in a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be LOS E at peak morning traffic and LOS F at peak afternoon traffic.

Table 3-6
Sunday Peak Traffic Volumes in Project Vicinity

Intersection Location	Peak Traffic Volumes (vehicles per hour)				
	Northbound	Southbound	Eastbound	Westbound	Total
Hellman Ave./Schleisman Rd.	286	247	682	779	1,994
Archibald Ave./Schleisman Rd.	929	870	870	631	3,300
Archibald Ave./Chandler St.	790	638	304	273	2,005
Harrison Ave./Schleisman Rd.	309	187	650	512	1,658

Source: Urban Crossroads 2016a

The proposed project would not produce the volume of traffic required to generate a CO hot spot in the context of the 1992 Los Angeles hot-spot study. As shown in **Table 3-6**, total intersection volumes do not approach the 100,000 vehicles per day values studied under the Los Angeles hot-spot study. Therefore, CO hot spots are not an environmental impact of concern for the proposed project. This impact would be considered less than significant.

3(e) Create objectionable odors affecting a substantial number of people? ***Determination: 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, and fiberglass molding facilities.

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature, would cease upon completion of the respective phase of construction, and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The following measures shall be incorporated into project plans to implement SCAQMD Rule 403:

    - All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) pursuant to SCAQMD guidelines in order to limit fugitive dust emissions.
    - The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered at least three times daily during dry weather to control dust. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
    - The contractor shall ensure that traffic speeds on unpaved roads and in project site areas are reduced to 15 mph or less.

2. The following measure shall be incorporated into project plans to implement SCAQMD Rule 1113 and limit the volatile organic compound (VOC) content of architectural coatings:

    - Architectural coatings shall be no more than a low VOC default level of 50 grams per liter (g/L) unless otherwise specified in the SCAQMD Table of Standards.

MITIGATION MEASURES

AQ-1 All scrapers shall be California Air Resources Board (CARB) Tier 3 Certified or better.

4. BIOLOGICAL RESOURCES. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?		✓		
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				✓
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f)	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?		✓		

DISCUSSION

ENVIRONMENTAL SETTING

Carlson Strategic Land Solutions (SLS) prepared a biological technical report (BTR) for the project, which incorporates the findings from the field survey conducted by an SLS biologist on April 2017. This report provides a technical study for the project site and an additional 200-foot buffer, collectively known as the study area. The BTR can be found in **Appendix 4.**

Database searches were performed on the following websites:

- California Department of Fish and Wildlife (CDFW), Life History Accounts and Range Maps – California Wildlife Habitat Relationship System (2016)

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2016)

A search of the US Fish and Wildlife Service's (USFWS) IPaC System and Critical Habitat Portal database was performed for the study area to identify federally protected species and their habitats that may be affected by the proposed project. In addition, a query of the CNDDB was conducted to identify processed and unprocessed occurrences for special-status species in the Corona North, California, US Geological Survey (USGS) 7.5-minute quadrangle and the eight adjacent quadrangles (Prado Dam, Riverside West, Black Star Canyon, Corona South, Lake Mathews, Ontario, Guasti, and Fontana). Lastly, the California Native Plant Society (CNPS) database was queried to identify special-status plant species with the potential to occur in these quadrangles.

The project site is characterized as disturbed/developed and does not support native vegetation or soil types. Aerial imagery reveals that the site has been disturbed through equestrian and/or agriculture uses.

The project site is located in the Eastvale Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) planning area (RCA 2003). The MSHCP formally determines conservation planning for the entirety of western Riverside County. The MSHCP identifies plants, wildlife, and habitat that need to be preserved or protected. It also outlines procedures for mitigation of future land development and determines under what circumstances an "incidental take" can be permitted.

Jurisdictional Waters

The following sources were reviewed to determine the potential presence or absence of jurisdictional streams/drainages, wetlands, and their location in the watersheds associated in the study area, and other features that might contribute to federal or state jurisdictional authority located in watersheds associated with the study area:

- National Wetlands Inventory maps
- USGS National Hydrography Dataset
- Aerial imagery (Google Earth)
- USGS 7.5-Minute Topographic Maps
- Natural Resources Conservation Service (NRCS) Soil Survey

Burrowing Owl Survey

Assessment and mapping of potentially suitable habitats in the study area was performed with an initial burrowing owl survey in conjunction with the field survey for the general biological survey on June 3, 2016. Following the initial survey for burrowing owls, a follow-up focused survey was performed on June 30, 2016. The methods used to detect and identify burrowing owls included observation of key signs identified by the California Burrowing Owl Consortium such as sight, scat, tracks, burrows, nests, and calls.

Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW and the USFWS and private organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence

include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

1. Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)
2. Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)
3. Designated as Species of Special Concern by the CDFW
4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, and 5515)
5. Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380) including CNPS List Rank 1B and 2

The query of the USFWS, CDFW and CNPS databases revealed several special-status species with the potential to occur in the project vicinity. Appendices C and D in the BTR (**Appendix 4**) summarize each of the species identified in the database results, describe the habitat requirements for each of the species, and reach conclusions regarding the potential for each species to be impacted by the proposed project.

4(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?
Determination: Less Than Significant Impact with Mitigation Incorporated

The CNDDB and CNPS identified one special-status plant species, seven special-status wildlife species, and one special-status plant community. Special-status plant and wildlife species were evaluated for their potential to occur within the project boundary based on habitat requirements, availability and quality of suitable habitat, and known distributions.

Although no burrowing owls, occupied burrows, or sign (i.e., pellets, feathers, castings, or whitewash) of their use around the burrow/cavity entrances were observed on-site during two field surveys, the project may result in the loss of burrowing owl through the loss of potentially suitable habitat. Implementation of mitigation measures **BIO-1** and **BIO-2** would reduce these impacts to less than significant.

Due to the nature of the project site as a result of ongoing maintenance, the proposed project would not result in direct impacts to the special-status plant community. No active nests or birds displaying nesting behavior were observed during the field survey. Although heavily disturbed, the project site and surrounding area provide foraging and nesting habitat for a variety of year-round and seasonal avian residents. The project site also has the potential to support birds that nest on the open ground, such as killdeer. Impacts to migrating/nesting birds would be mitigated to a less than significant level with implementation of mitigation measure **BIO-3.**

The project site has not been identified as a wildlife corridor or linkage. The Santa Ana River, part of which traverses the study area, was identified as a wildlife corridor in the MSHCP. However, the project site's connection to the river has been eliminated due to natural topography (40- to 60-foot-high slope). As such, development of the project site is not expected to impact wildlife movement opportunities or prevent the Santa Ana River from continuing to function as a wildlife corridor. Therefore, impacts to wildlife corridors or linkages are not expected to occur.

4(b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? ***Determination: No Impact***

According to the BTR prepared for the project, there are no riparian areas or sensitive vegetation communities within or adjacent to the project site. Therefore, the project would not result in direct or indirect impacts to riparian areas or sensitive vegetation communities (SLS 2017a). No impact would occur.

4(c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ***Determination: No Impact***

According to the BTR prepared for the project, no jurisdictional drainage and/or wetland features were observed on the project site during the field survey. Therefore, development of the project site would not result in impacts to US Army Corps of Engineers, Regional Water Quality Control Board, or CDFW regulatory waters, and regulatory approvals would not be required (SLS 2017a). No impacts would occur.

4(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ***Determination: Less Than Significant Impact***

The project site has not been identified as a wildlife corridor or linkage. The Santa Ana River, part of traverses the study area, was identified as a wildlife corridor in the MSHCP. However, the project site's connection to the river has been eliminated due to natural topography (40- to 60-foot-high slope). As such, development of the project site is not expected to impact wildlife movement opportunities or prevent the Santa Ana River from continuing to function as a wildlife corridor. Furthermore, the project site is largely surrounded by existing development, with the exception of the Santa Ana River to the southeast. Development of the site would not impede the movement of wildlife within the river corridor. Therefore, impacts to wildlife corridors or linkages are not expected to occur.

4(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***Determination: No Impact***

As noted above, the project site has a limited number of trees that would be impacted by construction activities. The BTR identified ornamental trees and shrubs on site. However, no native trees were identified on the project site. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No impact will occur.

4(f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? ***Determination: Less Than Significant Impact with Mitigation Incorporated***

The project site is located in the Eastvale Area Plan of the Western Riverside County MSHCP, but it is not located within any Criteria Cells or MSHCP Conservation Areas. However, the project site is in the designated survey area for western burrowing owl (Section 6.3.2). As discussed in Response 4(a), although no burrowing owls, occupied burrows, or sign (i.e., pellets, feathers, castings, or whitewash) of their use around the burrow/cavity entrances were observed on-site during two field surveys, the project may result in the loss of burrowing owl through the loss of potentially

suitable habitat. Implementation of mitigation measures **BIO-1** and **BIO-2** would reduce these impacts to less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Municipal Code Section 4.62.100 – Payment of fees. The fee shall be paid at the time a certificate of occupancy is issued for a residential unit or development project or upon final inspection, whichever occurs first. No final inspection shall be made, and no certificate of occupancy shall be issued, prior to full payment of the Western Riverside County Multiple Species Habitat Conservation Plan fee. However, this section shall not be construed to prevent payment of the fee prior to the issuance of an occupancy permit or final inspection.

MITIGATION MEASURES

BIO-1 **Burrowing Owl Surveys.** Prior to the issuance of a grading permit, focused burrowing owl surveys shall be completed by a qualified biologist during the breeding season pursuant to the *Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan* (*MSHCP*). Focused surveys require site visits on four separate days during the breeding season of March 1 to August 31. Once complete, a written report summarizing the results of the focused surveys shall be prepared and submitted to the City of Eastvale and the Western Riverside County Regional Conservation Authority (RCA) for review and concurrence. If burrowing owls are detected during the focused surveys, the project applicant shall develop a burrowing owl avoidance, minimization, and mitigation strategy in consultation with the City of Eastvale, the RCA, and the California Department of Fish and Wildlife (CDFW) in accordance with the MSHCP.

BIO-2 **Burrowing Owl Preconstruction Clearance Survey.** Prior to the issuance of a grading permit, a preconstruction burrowing owl clearance survey shall be completed by a qualified biologist within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the construction schedule is compatible, the preconstruction survey and any focused survey site visits can be conducted simultaneously. Once complete, a written report summarizing the results of the clearance survey shall be prepared and submitted to the City of Eastvale for review and concurrence.

- If no burrowing owls are detected, construction may proceed. If construction is delayed or suspended for more than 30 days, the project site or work area shall be resurveyed.
- If burrowing owls are detected on the project site during the breeding season (March 1 to August 31), a 300-foot “no work” buffer shall be established around the active burrow and all work within the buffer shall be halted until the qualified biologist has determined through non-intrusive methods that the nesting effort is complete (i.e., all young have fledged). Once the nesting effort is complete or if a burrowing owl burrow is detected on-site during the non-breeding season (September 1 to February 28), passive and/or active relocation of burrowing owls may be implemented by a qualified biologist following consultation and approval from the City of Eastvale, the RCA, and the CDFW.

BIO-3 Pursuant to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside the avian nesting season. The nesting season generally extends from February 1 through August 31, but can vary slightly from year to year based on seasonal weather conditions. If

ground disturbance and vegetation removal cannot occur outside of the nesting season, a preconstruction clearance survey for burrowing owls and nesting birds shall be conducted within 30 days of the start of any ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptors and special-status species, this buffer will be expanded to 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of mitigation measures **BIO-1, BIO-2, and BIO-3** and adherence to the standard conditions and requirements, which includes payment of MSHCP mitigation fees, the project will comply with the requirement of the MSHCP and the Migratory Bird Treaty Act. Compliance will reduce any impacts to less than significant.

5. CULTURAL RESOURCES. Would the proposed project:					
Issues		**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d)	Disturb any human remains, including those interred outside of dedicated cemeteries?			✓	

DISCUSSION

A cultural and paleontological resources assessment was prepared by Duke cultural resources management (Duke CRM 2016; Appendix 5) to assess potential cultural resources–related impacts for the proposed project. The following discussion is based on the Duke CRM Report.

5(a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? ***Determination: No Impact***

The project site contains a residential structure built within the last 20 years as well as a shed and a garage, both of which were also built during the same time frame. Because of the age of the structures, the project site does not contain any historic structures, as defined by CEQA. In addition, according to the cultural report, there is low sensitivity for historic resources within the project boundaries. Therefore, there would be no impact to historic resources as a result of the proposed project.

5(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? **Determination: Less Than Significant Impact with Mitigation Incorporated**

The results of the Eastern Information Center (EIC) records search indicate that there are three previously recorded cultural resources within 1 mile of the project site, one of which is located adjacent to the project boundary. This resource is a lithic scatter of stone and glass tools. The field survey identified one isolated artifact, a prehistoric-age Metavolcanic flake, within the project boundary. The research conducted indicates a moderate sensitivity for cultural (prehistoric) resources within the project boundaries. Therefore, mitigation measure **TCR-1** is required to reduce impacts to cultural resources to less than significant (see Section 17 on Tribal Cultural Resources).

5(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **Determination: Less Than Significant Impact with Mitigation Incorporated**

The records search conducted for the project indicates that there are no known fossil specimens within the project boundaries, but did indicate multiple fossil localities from similar deposits in Riverside County (Duke CRM 2016). The project site is predominantly situated on very old alluvial channel deposits (early Pleistocene Epoch, Qvoaa) and it may be possible to encounter late Cenozoic sedimentary rocks in the Norco area (early Pleistocene to late Pliocene Epochs, QTn). Due to their age (early Pleistocene to late Pliocene Epochs) and history of producing fossil material in Riverside County, the sediments underlying the project site are assigned a high paleontological sensitivity. Therefore, implementation of mitigation measure **CUL-1** is required to reduce impacts to paleontological resources. With implementation of this measure, impacts would be less than significant.

Also, see subsection 5b) above regarding archaeological resources, and Section IV. 17. on *Tribal Cultural Resources* regarding other relevant mitigation on the protection of cultural resources.

5(d) Disturb any human remains, including those interred outside of formal cemeteries? **Determination: Less Than Significant Impact**

Implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on nonfederal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). According to these provisions, in the event that human remains are encountered, all work in the immediate vicinity of the burial must cease and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified to determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC), which will in turn notify the person identified as the most likely descendant (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendant may request mediation by the NAHC. Potential discovery of human remains within the project site would be subject to the above procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a less than significant level.

STANDARD CONDITIONS AND REQUIREMENTS

1. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the most likely descendant, who will then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Also see Mitigation Measure **TCR-4** in Section 17 on Tribal Cultural Resources.

MITIGATION MEASURES

See mitigation measures **TCR-1** through **TCR-4** in section 17 on Tribal Cultural Resources.

CUL-1 **Paleontological Monitoring.** A paleontological monitor shall be present during ground disturbing activities below 1 foot. The monitor shall work under the direct supervision of a qualified paleontologist (BS/BA in geology or related discipline with an emphasis in paleontology and demonstrated competence in paleontological research, fieldwork, reporting, and curation).

1. The qualified paleontologist shall be on-site at the preconstruction meeting to discuss monitoring protocols.
2. The paleontological monitor shall be present half time during ground disturbance 1 foot below the surface, including but not limited to grading, trenching, utilities, and off-site easements. If, after excavation begins, the qualified paleontologist determines that the sediments are not likely to produce fossil resources, monitoring efforts shall be reduced.
3. The monitor shall be empowered to temporarily halt or redirect grading efforts if paleontological resources are discovered.
4. In the event of a paleontological discovery, the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.
5. In consultation with the qualified paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant, it shall be quickly mapped, documented, and removed, and the area cleared.
6. If the discovery is significant, the qualified paleontologist shall notify the applicant and the City immediately.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of mitigation measures **TCR-1** and **CUL-1** would provide that any cultural, archaeological, and/or paleontological resources inadvertently discovered during project grading or construction activities would be protected consistent with the recommendations of a qualified archaeologist and/or paleontologist, thereby reducing impacts to less than significant.

6. GEOLOGY AND SOILS. Would the proposed project:						
Issues			**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
	i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?			✓	
	ii)	Strong seismic ground shaking?		✓		
	iii)	Seismic-related ground failure, including liquefaction?			✓	
	iv)	Landslides?			✓	
b)	Result in substantial soil erosion or the loss of topsoil?				✓	
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				✓	
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓	
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?					✓

DISCUSSION

A geotechnical engineering report was prepared for the project site in November 2016 by Leighton and Associates, Inc. The following analysis is based primarily on this report. The full report is provided as **Appendix 6**.

6(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? **Determination: Less Than Significant Impact**

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The act requires the California State Geologist to establish regulatory zones (now known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Studies Zones) around the surface traces of active faults that pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy. An "active" fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake.

The project site is not located in an Earthquake Fault Zone as mapped by the California Geological Survey. Furthermore, according to the study conducted by Leighton and Associates (2016, p. 8), there are no active or potentially active faults traversing the site. The closest mapped active fault that could affect the site is the Chino-Elsinore fault, approximately 3 miles to the southwest. Therefore, the potential for fault rupture at the site is considered very low. Although no active faults traverse the project site, all new development and redevelopment is required to comply with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act as well as with the California Building Standards Code (CBSC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. Impacts would be less than significant.

ii) Strong seismic ground shaking? **Determination: Less Than Significant Impact with Mitigation Incorporated**

According to the geotechnical investigation conducted by Leighton and Associates (2016, p. 8), the project site is considered a seismically active area, as is most of California. Seismic risk for the project site is considered relatively high as compared to other areas of Southern California because of the proximity to the active Chino and San Jacinto fault zones and their related fault splays. The site may also be affected by activity on other active faults such as the Whittier, Elsinore-Glen Ivy, San Jose, Cucamonga, Sierra Madre, Elysian Park Thrust, San Jacinto-San Bernardino, or any of many other active or potentially active faults in Southern California. Thus, it should be anticipated that the site will experience moderate to strong ground shaking in the near future.

However, the proposed development would be subject to the CBSC seismic design force standards for the Eastvale area. Compliance with these standards, as well as with the recommendations in the geotechnical engineering report prepared for the project, would require that the structures and associated improvements are designed and constructed to withstand expected seismic activity and associated potential hazards, including strong seismic ground shaking and seismic-induced ground failure (i.e., liquefaction, lateral spreading, landslide, subsidence, and collapse), thereby minimizing risk to the public and property. The project would be designed and developed consistent with the California Building Code, and standard engineering practices, and reviewed in conjunction with the City Engineer. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction? ***Determination: Less Than Significant Impact***

The State of California has not prepared liquefaction hazard maps for this area. Seismic hazard maps prepared by the County of Riverside show the site is in an area with a high potential for liquefaction. However, the soil at the site is generally dense to very dense, which strongly decreases the chance of liquefaction occurring. Because of the relatively dense nature of the on-

site soil and the appreciable depth to groundwater, liquefaction potential at the site is considered to be low (after removal of uncontrolled artificial fill) (Leighton and Associates 2016, p. 9). Also refer to Response 6(a)(ii). This impact would be less than significant.

iv) Landslides? **Determination: Less Than Significant Impact**

The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. Although the project site is in an area of high seismic activity, because of the relatively flat terrain on the site and the surrounding properties, the site is at little risk for landslide. Impacts would be less than significant.

6(b) Result in substantial soil erosion or the loss of topsoil? **Determination: Less Than Significant Impact**

Proposed construction activities would include clearing the site of debris and/or vegetation, soil excavation, grading, asphalt paving, building construction, and landscaping. Such activities would disturb site soils, exposing them to the erosive effects of wind and water. However, all construction activities related to the proposed project would be subject to compliance with the CBSC. Additionally, the project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in detail in subsection 9, Hydrology and Water Quality, of this IS/MND). Compliance with the CBSC and the NPDES would minimize the effects of erosion consistent with the Water Quality Control Plan of the Santa Ana Regional Water Quality Control Board (1995), which establishes water quality standards for the groundwater and surface water of the region. Additionally, the project applicant would be required to comply with Chapter 14.12, Stormwater Drainage System Protection Regulations, of the Eastvale Municipal Code, which requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality. Furthermore, the displacement of soil through cut and fill would be controlled by Chapter 33 of the 2016 CBSC related to grading and excavation, other applicable building regulations, and standard construction techniques.

Further, a stormwater pollution prevention plan (SWPPP) would be required as part of the grading permit submittal package. The SWPPP will include a schedule for the implementation and maintenance of erosion control measures and a description of erosion control practices, including appropriate design details and a time schedule. The SWPPP will consider the full range of erosion control best management practices, including any additional site-specific and seasonal conditions. Erosion control best management practices include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement the plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with the project. Water quality features intended to reduce construction-related erosion impacts would be clearly noted on the grading plans for implementation by the construction contractor.

The City routinely requires the submittal of detailed erosion control plans with any grading plans. The implementation of this standard requirement is expected to address any erosional issues associated with grading and over excavation of the site. Additionally, fugitive dust would be controlled in compliance with SCAQMD Rule 403. Further, in accordance with Clean Water Act and

NPDES requirements, water erosion during construction would be minimized by limiting certain construction activities to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. As a result, impacts associated with soil erosion are considered less than significant with the implementation of the necessary erosion and runoff control measures required as part of the approval of a grading plan. Compliance with these existing regulations that are intended to minimize soil erosion and sedimentation would reduce this impact to a less than significant level.

6(c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?* **Determination: Less Than Significant Impact with Mitigation Incorporated**

Any potential impacts related to liquefaction and landslides are discussed above in Responses 6a(iii) and 6a(iv). The geotechnical report concluded that the project site has a low potential for subsidence, settlement, and collapse; however, these risks may exist if a strong seismic event occurs.

Lateral spreading risk is generally low on the project site because of the relatively flat terrain. The only location with lateral spreading risk is along the top of the slope on the southern portion of the project site along the Santa Ana River. The risk is due to the presence of unconsolidated fill that would require excavation and screening for debris, prior to reuse on-site, or potentially the use of piles that extend down to native soils. Potential risk to lateral spreading would be reduced through incorporation of design recommendations in the final geotechnical report. Please refer to Appendix 6 for a discussion of preliminary geotechnical assessments and recommendations. Final engineering and geotechnical design features will need to meet the requirements of the California Building Code and the City of Eastvale Municipal Code, to the satisfaction of the City Engineer. Accordingly, impacts would be less than significant.

6(d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?* **Determination: Less Than Significant Impact**

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. Laboratory testing of soil samples collected from the site indicates that the near-surface soil is generally expected to have a low to medium expansion potential (Leighton and Associates 2016, p. 6). Therefore, impacts would be less than significant.

6(e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* **Determination: No Impact**

The proposed project would be served by the municipal sewer system of the Jurupa Community Services District (JCSD) and would therefore have no need for a septic system or other alternative wastewater disposal system. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project shall comply with the California Building Standards Code and the City of Eastvale's grading requirements in Municipal Code Section 130.08.040, Street Grades, and subject to the approval of the City Engineer.

MITIGATION MEASURES

None required.

7. GREENHOUSE GAS EMISSIONS. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

DISCUSSION

A greenhouse gas analysis was prepared for the project site in October 2016 by Urban Crossroads. The following analysis is based primarily on this report. The report is provided in **Appendix 7**.

7(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Determination: Less Than Significant Impact**

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHG). The main components of GHG include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Greenhouse gases are released into the atmosphere by both natural and anthropogenic (human) activity. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

In response to growing scientific and political concern related to global climate change, the State of California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities in the state. The City of Eastvale does not have an adopted threshold of significance for GHG emissions and uses the SCAQMD adopted numeric threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year as the significance threshold for non-industrial projects. This threshold is the widely accepted significance threshold used by Riverside County and many local government agencies in the South Coast Air Basin and is based on the South Coast Air Quality Management District's proposed GHG screening threshold for stationary source emissions from non-industrial projects. The SCAQMD identifies a screening threshold to determine whether additional analysis is required.

Construction and operation activities associated with the project would produce greenhouse gas emissions. Construction activities associated with the proposed project will result in emissions of CO_2 and CH_4. Construction-phase GHG emissions are quantified and amortized over the life of the project. To amortize the emissions over the project's life, the SCAQMD recommends calculating the total greenhouse gas emissions for all construction activities and dividing it by 30.

Operational activities associated with the proposed project will result in emissions of CO_2, CH_4, and NO_2 from the following primary sources:

- Area source emissions
- Energy source emissions

- Mobile source emissions
- Solid waste
- Water supply, treatment, and distribution

The project will result in approximately 34.70 $MTCO_2e$ per year from construction emissions and 1,257.66 $MTCO_2e$ per year from operational emissions. As shown in **Table 7-1**, the project has the potential to generate a total of approximately 1,292.36 $MTCO_2e$ per year. As such, the project would not exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$ per year. Therefore, the project would have a less than significant impact with respect to GHG emissions.

Table 7-1
Construction-Related and Operational Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2e
Construction Emissions				
Construction (amortized over 30 years)	34.57	6.02E-03	0.00	34.70
Operational Emissions				
Area	0.03	8.00E-05	3.00E-05	0.03
Energy	304.94	0.01	4.46E-03	306.63
Mobile Sources	778.79	0.02	0.00	779.22
Waste	70.13	4.14	0.00	157.16
Water Usage	12.81	0.06	1.61E-03	14.62
Total CO_2e (all sources)	1,292.36			
SCAQMD Threshold	3,000			
Significant Impact?	No			

Source: Urban Crossroads 2016b

7(b) Conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases? **Determination: Less Than Significant Impact**

Assembly Bill (AB) 32, the Global Warming Solutions Act, is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. To support AB 32, California is developing policy and passing legislation that seeks to control emissions of gases that contribute to climate change. The City of Eastvale is a member agency of the Western Riverside Council of Governments (WRCOG), the metropolitan planning organization for western Riverside County, which has implemented a Subregional Climate Action Plan (CAP) on behalf of its member agencies. The California Air Resources Board and the California Attorney General have determined this approach to be consistent with the statewide AB 32 goal of reducing emissions to 1990 levels by the year 2020.

Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust

or otherwise modify the strategies to achieve the reductions needed to reach the target. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions uniformly because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other, more discretionary measures, participating jurisdictions, including the City of Eastvale, have voluntarily committed to a participation level that could be implemented in their community. For example, the City has agreed to require all new development to install shade trees on the development site as a condition of project approval (CAP Measure E-3), increase the amount of bike lanes in the city by 10 percent compared with existing conditions (CAP Measure T-1), increase bicycle parking (CAP Measure T-2), increase fixed-route bus service by 10 percent compared with existing conditions (CAP Measure T-5), synchronize traffic signals (CAP Measure T-7), increase the jobs/housing ratio in the city by 25 percent (CAP Measure T-9), and provide residential green bins for the collection and transport of organic waste for compost (CAP Measure SW-1). No aspect of the proposed project would conflict with these goals, and this impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b)	Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, result in a safety hazard for people residing or working in the project area?				✓
f)	For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				✓
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

DISCUSSION

Group Delta Consultants, Inc., prepared a Phase I Environmental Site Assessment (ESA) and a Limited Phase II Site Investigation in June 2016. The purpose of the Phase I ESA is to review, evaluate, and document present and past land uses and practices and to visually examine project site conditions in order to identify recognized environmental conditions (RECs). The Phase I ESA consisted of a site reconnaissance,

observation of adjacent properties, environmental regulatory agency records review, review of available historical documents, and an interview. The Phase II Site Investigation consisted of soil sampling. The reports are provided as **Appendices 8a** and **8b**.

8(a, b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ***Determination: Less Than Significant Impact***

The project site is predominantly vacant, undeveloped land, with a limited number of structures. Some undeveloped land in the site's vicinity may have been used for agriculture and equestrian trails from approximately 1938 to 1989. Typical agricultural practices include the use of pesticides and the application of chemical fertilizers. Based on the past agricultural use of the project site, Group Delta Consultants conducted a Phase II limited soil investigation to assess the potential for impacts to the soil from organochlorine pesticides and arsenic from arsenical pesticides. Neither organochlorine pesticides nor arsenic were detected in the samples at concentrations exceeding the applicable laboratory reporting limits.

By 1994, the project site was partially developed with two small structures that were constructed on the southwest corner of the site. The project would require the demolition of the existing structures. The Phase I ESA did not test existing buildings for lead-based paints or asbestos. However, due to the age of the structures, there is minimal potential for construction workers to be exposed to asbestos-containing building materials, lead paint, or other hazardous building materials.

Construction and operation of the proposed project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. However, the transport, use, storage, and disposal of hazardous materials are strictly regulated by state and federal agencies to minimize adverse hazards from accidental release. Therefore, the proposed project would not create a significant hazard to the public or the environment related to hazardous materials. This impact would be less than significant.

8(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***Determination: Less Than Significant Impact***

Ronald Reagan Elementary School is located 1,256 feet away, which is within one-quarter mile (1,320 feet) of the project site. The project proposed is a religious use (a church and associated improvements) and is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials. Construction and operation of the project would require limited use of hazardous materials. Construction use of hazardous materials would be limited to gasoline, solvents, and lubricants needed for the operation of construction equipment. Once operational, the project would require incidental use of solvents and cleaners for building upkeep and maintenance. As such, impacts related to hazardous materials would be limited and consistent with those anticipated under the project's land use designation and zoning. Additionally, all requests for development or a change in occupancy will be circulated to the Corona-Norco Unified School District for review and comment. This would help to address any concerns related to proposed uses that could have the potential to release hazardous materials in proximity to a school. Impacts would be less than significant.

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

As part of the Phase I ESA prepared for the project, a search of selected government databases was conducted using the EDR Radius Report environmental database report system. According to the Phase I ESA (Group Delta 2016a), the project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) pursuant to Government Code Section 65962.5. Therefore, there would be no impacts.

The Phase I ESA identified four hazardous materials sites within 1 mile of the project site. One of the sites is identified as the location of the proposed Yorba Elementary School, which, since the time the Phase I ESA was prepared, has been developed with Ronald Reagan Elementary School. According to the Phase I ESA, because of the groundwater flow direction and the distance of the properties from the site, there is no evidence that the site would impact the project. Impacts would be less than significant.

8(e, f) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, result in a safety hazard for people residing or working in the project area? For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area? ***Determination: No Impact***

The project site is not located within an airport land use plan and is not in the vicinity of a private airstrip. The closest public airport is Corona Municipal Airport, which is approximately 2.5 south of the site, as well as the Chino Airport which is located 4 miles northwest of the project site. Given the distance, and because the project site is not in the airport land use plan area for Chino Airport, there would be no impact.

8(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***Determination: Less Than Significant Impact***

Access to the project site will be via two driveways connecting the site to Archibald Avenue, as well as a driveway on Prado Basin Park Road. Project construction and operation would not place any permanent physical barriers on Archibald Avenue. Construction would take place on the project site, and no roadway closures are anticipated. Temporary lane closures may be required to implement half-width road improvements and would be implemented via traffic control measures coordinated with the City. To facilitate conformance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. With adherence to these requirements, the project would not have a significant impact on emergency response and evacuation plans. Impacts would be less than significant**.**

8(h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ***Determination: No Impact***

The project site is located in a Non-Very High Fire Hazard Area (VHFHSZ)(Cal Fire 2010) indicating it is not in an area of concern for wildland fire. The site is also in an urbanized area served by a municipal fire department, further reducing the threat of exposure to wildfire. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

None identified**.**

MITIGATION MEASURES

None required.

9. HYDROLOGY AND WATER QUALITY. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Violate any water quality standards or waste discharge requirements?			✓	
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
e)	Otherwise substantially degrade water quality?			✓	
f)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
g)	Place within 100-year flood hazard area structures which would impede or redirect flood flows?				✓
h)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
i)	Inundation by seiche, tsunami, or mudflow?				✓

DISCUSSION

A preliminary hydrology study and a Preliminary Water Quality Management Plan (WQMP) were prepared for the project (Fuscoe Engineering 2015a and b; see **Appendices 9a** and **9b)**.

9(a, e) Violate any water quality standards or waste discharge requirements? **Determination: Less Than Significant Impact**

Project construction activities would disturb site soils, potentially resulting in soil erosion and sedimentation of downstream waterways. Construction activities would also require the storage and use of hazardous materials and other urban pollutants such as gasoline, diesel fuel, oils, solvents, and trash, which could enter drainages and degrade downstream water quality and/or violate applicable water quality standards or waste discharge requirements. However, the proposed project would be required to obtain coverage under the Santa Ana Regional Water Quality Control Board Statewide General Construction Permit (CGP), which requires the preparation, approval, and implementation of a stormwater pollution prevention plan. The SWPPP would include best management practices (BMPs) to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.

The proposed project is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) and drains into the Santa Ana River watershed. Mill Creek, the receiving water body (see **Table 9-1**), is not designated as municipal separate storm sewer systems (MS4s); however, it is designated as a Tributary to Receiving Waters, River. Stormwater draining from the project site would enter the City's storm drainage system. The project is subject to the Riverside County Storm Water Permit, also issued by the RWQCB (Order No. R8-2010-0033, NPDES No. CAS 618033, as amended by R8-2013-0024, NPDES No. CAS618033 to include the City of Eastvale) for discharges into the municipal separate storm sewer systems draining the county (RCFCD 2017). The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed in Riverside County. The City of Eastvale is a permittee under the Santa Ana MS4 permit. This permitting program includes inspections of construction sites, commercial facilities, and municipal stormwater inspections, development of BMPs for existing development, comprehensive water quality monitoring, and assessment of stormwater program effectiveness, among other measures to meet specific water quality standards. Additionally, any discharges into MS4s require the preparation of a water quality management plan, which identifies specific BMPs to be incorporated into design and typically includes design measures that will minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas.

Stormwater runoff from the developed site will either be collected by bottomless grate inlets and catch basins or infiltrated through the implementation of low impact development (LID) features to minimized off-site discharge. A storm drain system is proposed on-site to direct stormwater to a proposed infiltration basin located on the southern portion of the project site adjacent to the intersection of Prado Basin Park Road and Archibald Avenue. The project site would be divided into multiple areas for the purposes of drainage. Stormwater runoff from Area 1 is intended to infiltrate through grass pavers; as a secondary overflow, a series of grate inlets are proposed. Area 2 is intended to sheet flow toward two infiltration trenches on the west portion of the site. Area 3 will discharge off-site as it currently does. Area 4 will sheet flow toward a section of pervious pavement to the south of the proposed parking lot; as a secondary overflow, a curb opening catch basin is proposed to then discharge to the infiltration basin. **Exhibit 5, Project Operation–Hydrology,** illustrates the location for each of these areas. For both project construction and operation, impacts would be less than significant.

9(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
Determination: Less Than Significant Impact

A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels such that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow. The proposed project would not install any groundwater wells and would not otherwise directly withdraw any groundwater. In addition, there are no known aquifer conditions at the project site or in the surrounding area that could be intercepted by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies.

Currently, the project site is predominantly vacant and permeable. Construction of the proposed project would result in impermeable surfaces, including building rooftops, parking areas, driveways, and sidewalks, covering large portions of the site. However, the project would also be required to emulate preconstruction hydrologic conditions, which would include some degree of permeability and infiltration.

The Jurupa Community Services District (JCSD) would provide domestic water supply service to the proposed project. The JCSD's primary water source is groundwater from the Chino Groundwater Basin, which covers a surface area encompassing 154,000 acres (240 square miles). The basin is adjudicated and has a safe yield of 140,000 acre-feet per year. Under the adjudication agreement, the JCSD can pump sufficient groundwater to meet its customers' demands. Should total pumping exceed the safe yield of the basin, an assessment is imposed to cover the cost of replenishment. A basin management plan is in place to protect the basin from overproduction.

As such, sufficient water supplies are available from the JCSD to serve the proposed project, and the Chino Groundwater Basin would not be substantially depleted from serving the project. Therefore, impacts would be less than significant.

9(c, d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
Determination: Less Than Significant Impact

Project development would involve land alterations such as excavation and grading, but would not substantially alter the drainage pattern of the site or the surrounding area. The drainage of surface water would be controlled by building regulations and directed toward existing streets, flood control channels, and storm drains. The site's proposed drainage would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed project would be subject to NPDES requirements, including the countywide MS4 permit. Additionally, the project applicant is required to submit a SWPPP showing how erosion and sedimentation of downstream watercourses would be reduced.

Further, the project applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. This plan would address potential erosion associated with proposed grading and site preparation. Although the proposed project would create new impervious surface on the site, in accordance with City standards, the project would feature landscaped areas to be used for stormwater retention and infiltration, thereby addressing water quality and reducing runoff leaving the site. The existing storm drain facilities have adequate capacity to accommodate projected post-development runoff associated with the proposed project.

With adherence to NPDES requirements, including the countywide MS4 permit, and implementation of an approved SWPPP, the proposed project would not result in significant erosion or siltation impacts from any changes to drainage patterns. Impacts would be less than significant.

9(e) Otherwise substantially degrade water quality? **Less Than Significant Impact**

Refer to Response 9(a). Regarding water quality, a Preliminary Water Quality Management Plan (WQMP) (Fuscoe Engineering 2015b) was prepared for the proposed project (Appendix 8b). A Final WQMP will be prepared for the project if it is approved and will replace the Preliminary WQMP. Based on the WQMP, the project site is tributary to the receiving water listed in **Table 9-1**, which also identifies the designated beneficial uses associated with the receiving waters.

Table 9-1
Receiving Waters for Urban Runoff from Proposed Project – Santa Ana River Watershed

Receiving Waters	EPA-Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Mill Creek (Prado Basin Area)	None	RARE, REC-1, REC-2, WARM, WILD	6.6 miles

Source: Santa Ana RWQCB 1995

As listed in **Table 9-1**, beneficial uses include the following:

- Rare, Threatened or Endangered Species (RARE) – Waters that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened, or endangered.
- Water Contact Recreation (REC-1) – Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.
- Non-Contact Water Recreation (REC-2) – Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- Warm Freshwater Habitat (WARM) – Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

- Wildlife Habitat (WILD) – Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

The WQMP identifies a series of specific permanent and operational source control best management practices to be incorporated into project design.

- Infiltration Basins – An infiltration basin is a shallow impoundment that is designed to infiltrate stormwater into the soil. This practice is believed to have a high pollutant removal efficiency and can also help recharge the groundwater, thus increasing base flow to stream systems.
- Infiltration Trench – Infiltration trenches are often used in place of other BMPs where limited land is available. Infiltration trenches are most widely used in warmer, less arid regions of the United States. They capture small amounts of runoff but do not control peak hydraulic flows.
- Permeable Pavement – Permeable pavements can be either pervious asphalt and concrete surfaces or permeable modular block. Permeable pavements reduce the volume and peak of stormwater runoff as well as mitigate pollutants from stormwater runoff, provided the underlying soils can accept infiltration. Permeable pavement surfaces work best when they are designed to be flat or with gentle slopes. The permeable surface is placed on top of a reservoir layer that holds the water quality stormwater volume. The water infiltrates from the reservoir layer into the native subsoil.

With the above-listed BMPs as well as compliance with existing regulations, impacts regarding water quality would be less than significant.

9(f, g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Place within 100-year flood hazard area structures which would impede or redirect flood flows? **Determination: No Impact**

The project site is not located in a 100-year flood hazard area (FEMA 2008a, 2008b). Therefore, no impact is associated with this issue.

9(h) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? **Determination**: **Less Than Significant Impact**

While portions of the city are within dam inundation areas, the project site is not mapped as being such an area (County of Riverside 2015). Therefore, impacts are less than significant.

9(i) Inundation by seiche, tsunami, or mudflow? **Determination: No Impact**

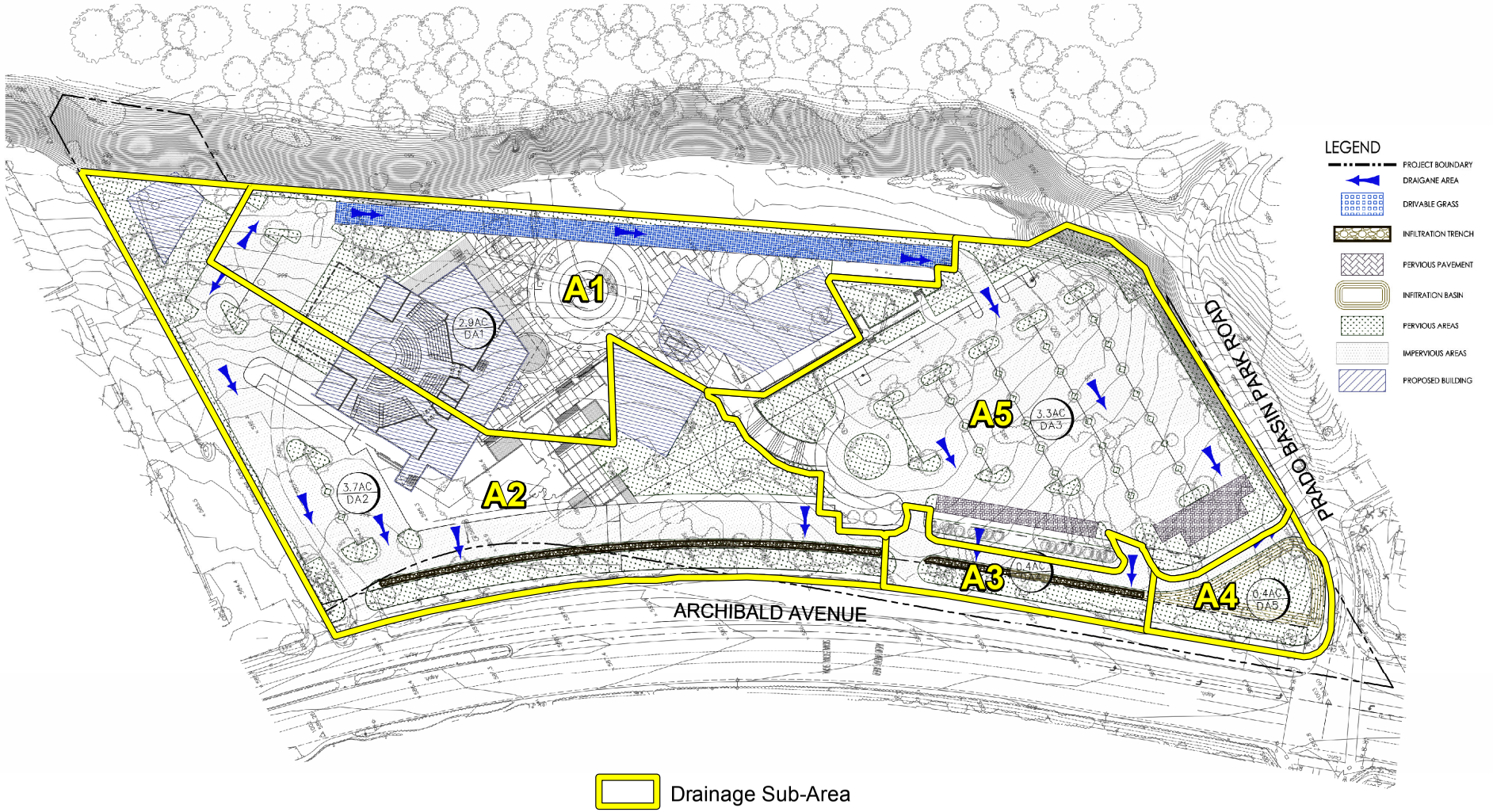
Because the project site is located a sufficient distance inland from the coast and at an elevation of approximately 590 feet above mean sea level, inundation by tsunami is not considered possible. In addition, no large areas of impounded lakes or reservoirs could credibly impact the site, so seiche potential is also not considered possible at the project site. Finally, there are no slopes on or adjacent to the site that could result in mudflow. There would be no impacts related to inundation from seiche, tsunami, or mudflow.

STANDARD CONDITIONS AND REQUIREMENTS

1. The proposed project would be required to obtain coverage under the Santa Ana regional water quality control board's statewide General Construction Permit (CGP), which requires the preparation, approval, and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.
2. The project is subject to the Riverside County Storm Water Permit, also issued by the Santa Ana RWQCB (Order No. R8-2010-003, NPDES No. CAS 618033, as amended by R8-2013-0024, NPDES No. CAS618033) for discharges into the Municipal Separate Storm Sewer Systems (MS4s) draining the county.
3. The project applicant will be required to prepare a final WQMP for the project, with Best Management Practices incorporated in the plan.

MITIGATION MEASURES

None required.



11/28/2017 JN \\san4\work\Eastvale\DEVELOPMENT PROJECTS\2015 - Developer Projects\15-1174 Vantage Point Church (DP and CUP)\CEQA\02 Initial Study\Exhibits\MXD\04 Hydrology.mxd

Michael Baker INTERNATIONAL

Not to Scale

Source: Fuscoe Engineering

VANTAGE POINT CHURCH
INITIAL STUDY

Project Operation - Hydrology

Exhibit 5

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10. LAND USE AND PLANNING. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Physically divide an established community?				✓
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓	

DISCUSSION

10(a) Physically divide an established community? **Determination: No Impact**

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. In this case, the project is largely surrounded by existing development, predominantly residences, but also recreation and vacant land to a lesser extent. The project would serve the established community and does not have the potential to physically divide it. Therefore, no impact would occur.

10(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? **Determination: Less Than Significant Impact**

The City of Eastvale General Plan guides local decision-making regarding future land uses, growth, and other planning and policy decisions. The Eastvale General Plan land use designation for the project site is Low Density Residential (LDR), which allows the development of detached single-family residential dwelling units and ancillary structures on large parcels. **Table 10-1** identifies applicable General Plan policies related to land use and planning and address the project's consistency with the General Plan policies.

Table 10-1
Project Consistency with Applicable General Plan Land Use Policies

General Plan Policies, Goals, and Objectives	Consistent?	Analysis
Healthy Community Element		
Policy HC-1: Foster the overall health and well-being of City residents, particularly the most vulnerable populations.	Yes	Religious assemblies, such as the proposed project, reflect community character and values and provide a gathering point that encourage participation and interaction among community members, which, as a result would help to foster the health and well-being of residents.
Policy HC-2: Promote an understanding of the connections between the built environment and health.	Yes	Churches provide a place to gather for members and guests for spiritual, educational, and social interactions. Attributes of the built environment (i.e., amount of driving, condition of the built environment etc.), can affect mental health by affecting levels of stress, anxiety, and depression (City of Eastvale 2012a).
Land Use Element		
Goal LU-7: Land use patterns and transportation systems that encourage physical activity, promote healthy living, and reduce chronic illnesses.	Yes	Having a church within an established residential community would serve the needs of the community and reduce the need for community members to look outside of the community for spiritual needs and social interactions provided by the proposed project within proximity to nearby residential uses.
Policy LU-24: The City supports the placement of community-oriented facilities, such as telecommuting centers, public meeting rooms, day-care facilities, and cultural uses, in Eastvale in locations compatible with surrounding uses and consistent with the goals and policies of this General Plan, and, if applicable, the criteria of the Chino Airport Land Use Compatibility Plan.	Yes	

The proposed project would help meet a need for spiritual, educational, and social needs in the surrounding community through the construction of a campus for worship and fellowship. These uses would be complementary and ancillary to the general uses provided for in the LDR land use designation.

The zoning for the project site is Light Agriculture (A-1) and Heavy Agriculture (A-2-10); both zones allow agricultural, residential, and religious institutional uses. In addition, the proposed project would be consistent with the following Zoning Code Sections:

- Section 5.4 Landscaping, which requires a landscape plan that includes minimum shading requirements and minimum percentage of landscaping in the parking areas be met.
- Section 5.5 Outdoor Lighting, which requires that the proposed project meet general lighting standards for shielding and illumination.
- Section 5.6 Off-Street Vehicle Parking, which requires that adequate off-street and bicycle parking be provided.

The proposed project would be consistent with the current General Plan land use designation and zoning for the project site. The project would not conflict with any applicable land use plan, policy, or regulation. Impacts would be less than significant.

10(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?
Determination: Less Than Significant Impact

The City of Eastvale participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The plan establishes areas of sensitivity considered Criteria Areas or Cells. Projects outside of these areas can proceed consistent with the provisions of CEQA and are subject to payment of an MSHCP mitigation fee. The MSHCP establishes procedures for the determination of sensitivity. The proposed project is subject to the MSHCP but is outside of any Criteria Area or Cell and will be required to pay the standard impact mitigation fee. The proposed project will not conflict with any habitat conservation plan or natural community conservation plan, and any impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. Municipal Code Section 4.62.100 – Payment of fees. The fee shall be paid at the time a certificate of occupancy is issued for a residential unit or development project or upon final inspection, whichever occurs first. No final inspection shall be made, and no certificate of occupancy shall be issued, prior to full payment of the Western Riverside County Multiple Species Habitat Conservation Plan fee. However, this section shall not be construed to prevent payment of the fee prior to the issuance of an occupancy permit or final inspection.

MITIGATION MEASURES

None required.

11. MINERAL RESOURCES. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				✓
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan?				✓

DISCUSSION

11(a, b) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state? Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan? **Determination: No Impact**

The project site has no history of use as a mineral resource recovery operation and is in a fully urbanized area of the city. Implementation of the proposed project would not result in the loss of availability of any locally important mineral resources or mineral resource recovery sites. Neither the General Plan nor the Zoning Code identify the project site as an area having mineral resources or the potential to have mineral resources. Therefore, there would be no impacts.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

12. NOISE. Would the proposed project result in:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b)	The exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, the exposure of people residing or working in the project area to excessive noise levels?				✓
f)	For a project within the vicinity of a private airstrip, the exposure people residing or working in the project area to excessive noise levels?				✓

DISCUSSION

A project-specific noise impact analysis was prepared (Urban Crossroads 2016c; see **Appendix 12**).

12(a, d) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ***Determination: Less Than Significant Impact***

CONSTRUCTION NOISE

The City of Eastvale has adopted regulations to control noise impacts associated with the construction of the proposed Project. Eastvale Municipal Code Section 8.52.020 limits construction activities to the hours of 6:00 a.m. to 6:00 p.m. June through September, and 7:00 a.m. to 6:00 p.m. October through May.

While the City establishes limits to the hours during which construction activity may take place, neither the City's General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a

quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. To evaluate whether the project will generate a substantial periodic increase in short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold is adopted from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the 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 construction related noise level threshold starts at 85 dBA for more than 8 hours per day, and for every 3 dBA increase, the exposure time is cut in half. This 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 construction noise level threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time period, they are expressed as Leq noise levels. Therefore, the noise level threshold of 85 dBA Leq over a period of 8 hours or more is used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations.

Noise generated by the project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in six stages: demolition, site preparation, grading, building construction, paving, and architectural coating. Using these six stages of construction, Urban Crossroads took noise level measurements at six locations to describe the typical construction activity noise levels for each stage of project construction. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at 50 feet. Hard site conditions are used in the construction noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6 dBA for each doubling of distance from a point source (i.e. construction equipment). For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver.

To describe the project construction noise levels, measurements were collected for similar activities at several construction sites. **Table 12-1** summarizes the 16-construction reference noise level measurements. Since the reference noise levels were collected at varying distances, all construction noise level measurements presented in **Table 12-1** have been adjusted to describe a common reference distance of 50 feet.

Table 12-1
Construction Reference Noise Levels

Noise Source	Distance from Source (feet)	Noise Levels at Distance (dBA Leq)	Noise Levels at 50 feet (dBA Leq)
Truck Pass-Bys and Dozer Activity	30	63.6	59.2
Dozer Activity	30	68.6	64.2
Construction Vehicle Maintenance Activities	30	71.9	67.5
Foundation Trenching	30	72.6	68.2

Noise Source	Distance from Source (feet)	Noise Levels at Distance (dBA Leq)	Noise Levels at 50 feet (dBA Leq)
Rough Grading Activities	30	77.9	73.5
Residential Framing	30	66.7	62.3
Water Truck Pass-By and Backup Alarm	30	76.3	71.9
Dozer Pass-By	30	84.0	79.6
Two Scrapers and Water Truck Pass-By	30	83.4	79.0
Two Scrapers Pass-By	30	83.7	79.3
Scraper, Water Truck, and Dozer Activity	30	79.7	75.3
Concrete Mixer Truck Movements	30	71.2	71.2
Concrete Paver Activities	30	70.0	65.6
Concrete Mixer Pour and Paving Activities	30	70.3	65.9
Concrete Mixer Backup Alarms and Air Brakes	50	71.6	71.6
Concrete Mixer Pour Activities	50	67.7	67.7

Table 12-2 summarizes the highest construction noise levels that will occur when construction activities take place at nearby sensitive receivers. Noise receiver locations are shown on **Exhibit 6 Noise Measurement Receiver Locations**.

Table 12-2
Construction Equipment Noise Level Summary

Receiver Location	Construction Phase Hourly Noise Level (dBA L_{eq})							
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Peak Activity[2]	Threshold Exceeded?[3]
R1	72.5	72.2	72.5	61.1	64.5	60.4	72.5	No
R2	65.2	64.9	65.2	53.8	57.2	53.1	65.2	No
R3	65.9	65.6	65.9	54.5	58.0	53.8	65.9	No
R4	66.5	66.2	66.5	55.1	58.5	54.4	66.5	No
R5	67.8	67.5	67.8	56.4	59.8	55.7	67.8	No
R6	67.7	67.4	67.7	56.3	59.7	55.6	67.7	No

Source: Urban Crossroads 2016c
2. Estimated construction noise levels during peak operating conditions.
3. Using 85 dBA Leq as the noise level threshold.

As shown in **Table 12-2**, peak activity is expected to approach 72.5 dBA L_{eq}, which is less than 85 dBA L_{eq}, the threshold used to determine impacts. Since construction noise impacts are less than the threshold used to determine significance, impacts associated with construction noise are considered less than significant.

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LEGEND:

- Receiver Locations
- Project Site Boundary
- Distance from receiver to Project site boundary (in feet)
- 6' Existing Barrier Height (in feet)
- Existing Barrier

11/13/2017 JN \\san4\work\Eastvale\DEVELOPMENT PROJECTS\2015 - Developer Projects\15-1174 Vantage Point Church (DP and CUP)\CEQA\02 Initial Study\Figures\MXD\05 Reciever Location Map.mxd

Michael Baker INTERNATIONAL

Not To Scale

Source: Urban Crossroads, Vantage Point Church Noise Impact Analysis

VANTAGE POINT CHURCH
INITIAL STUDY

Noise Measurement Receiver Locations

Exhibit 6

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OPERATIONAL NOISE

The City of Eastvale has adopted a Noise Element of the General Plan (City of Eastvale 2012b) to control and abate environmental noise, and to protect the citizens of City of Eastvale from excessive exposure to noise. The Noise Element specifies the maximum allowable exterior noise levels for new developments impacted by transportation and stationary noise sources. The Noise Element criteria were used to evaluate noise generated by the proposed project for mobile and stationary sources.

Mobile Sources

The primary source of noise associated with the proposed project would be traffic-related noise. The City of Eastvale General Plan provides guidelines to evaluate the acceptability of the transportation related noise level impacts. Policy N-6, requires transportation related noise levels to be mitigated to the levels compatible with the applicable land use, as shown in **Table 12-3**. Institutional land use, such as the proposed church, is considered *completely compatible* with exterior noise levels below 70 dBA CNEL, and *tentatively compatible* with noise levels between 70 to 75 dBA CNEL.

Table 12-3
Traffic Noise Compatibility by Land Use Designation

Land Use Designations	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
All Residential (Single- and Multi-family)	Less than 60 dBA	60-70 dBA	70-75 dBA	Greater than 75 dBA
All Non-Residential (Commercial, Industrial, and Institutional	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	(2)
Archibald Avenue	Less than 60 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

Source: City of Eastvale 2012a, Table N-3, Noise Compatibility by Land Use Designation.
1. Noise levels are in CNEL.
2. To be determined as part of the project review process.

A significant off-site traffic noise level impact occurs if the without project noise levels at nearby noise-sensitive receivers exceed the following thresholds:

- Are less than 60 dBA and the project creates a readily perceptible 5 dBA or greater project-related noise level increase, or
- Range from 60 to 65 dBA and the project creates a barely perceptible 3 dBA or greater project-related noise level increase, or
- Already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA.

To quantify the project's traffic noise impacts on the surrounding areas, the changes in traffic noise levels on 24 roadway segments surrounding the project were calculated based on the changes in the average daily traffic volumes. Noise contours were used to assess the project’s incremental traffic-related noise impacts at land uses adjacent to roadways conveying project traffic. Noise contours represent the distance to noise levels of a constant value and are measured from the

center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, since the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contribution from any surrounding stationary noise sources within the project study area.

To determine off-site traffic noise impacts, 24 roadway segments were selected and analyzed by taking measurements under "without project" scenario and then comparing under "with project" scenario.

According to the noise impact report (Urban Crossroads 2016c), and as shown in **Table 12-4**, none of the 24 roadway segments analyzed exceed the significance criteria thresholds. Therefore, the proposed project would not result in significant traffic noise impacts to off-site sensitive uses.

Table 12-4
Existing Sunday Off-Site Project-Related Traffic Noise Impacts

ID	Road	Segment	Adjacent Land Use[1]	CNEL at Adjacent Land Use (dBA)			Threshold Exceeded?
				Without Project	With Project	Project Addition	
1	Hellman Ave.	n/o Schleisman Rd.	Residential	60.3	60.8	0.5	No
2	Hellman Ave.	s/o Schleisman Rd.	Residential	60.9	61.5	0.6	No
3	Hellman Ave.	n/o Chandler St.	Residential	58.7	59.6	0.9	No
4	Archibald Ave.	n/o Schleisman Rd.	Residential	65.0	65.3	0.3	No
5	Archibald Ave.	s/o Schleisman Rd.	Residential	65.0	65.6	0.6	No
6	Archibald Ave.	n/o Chandler St.	Residential	62.8	63.9	1.1	No
7	Archibald Ave.	s/o Chandler St.	Residential	62.8	64.8	2.0	No
8	Archibald Ave.	n/o Driveway 1	Residential	63.9	64.5	0.6	No
9	Archibald Ave.	s/o Corbin Dr.	Residential	63.3	63.8	0.5	No
10	River Rd.	n/o Bluff St.	Conservation	65.6	65.9	0.3	No
11	River Rd.	s/o Bluff St.	Residential	64.3	64.6	0.3	No
12	Harrison Ave.	n/o Schleisman Rd.	Residential	59.1	59.6	0.5	No
13	Harrison Ave.	s/o Schleisman Rd.	Residential	61.3	61.8	0.5	No
14	Harrison Ave.	n/o Chandler St.	Residential	58.6	60.5	1.9	No
15	Schleisman Rd.	w/o Hellman Ave.	Residential	62.9	63.1	0.2	No
16	Schleisman Rd.	e/o Hellman Ave.	Residential	63.6	63.6	0.0	No
17	Schleisman Rd.	w/o Archibald Ave.	Residential	63.9	64.1	0.2	No
18	Schleisman Rd.	e/o Archibald Ave.	Residential	62.5	62.7	0.2	No
19	Schleisman Rd.	w/o Harrison Ave.	Residential	62.7	62.9	0.2	No
20	Schleisman Rd.	e/o Harrison Ave.	Residential	61.5	61.8	0.3	No

ID	Road	Segment	Adjacent Land Use[1]	CNEL at Adjacent Land Use (dBA)			Threshold Exceeded?
				Without Project	With Project	Project Addition	
21	Chandler St.	e/o Hellman Ave.	Residential	58.4	59.3	0.9	No
22	Chandler St.	w/o Archibald Ave.	Residential	59.5	60.4	0.9	No
23	Chandler St.	e/o Archibald Ave.	Residential	59.2	61.3	2.1	No
24	Chandler St.	w/o Harrison Ave.	Residential	59.2	61.1	1.9	No

Source: Urban Crossroads 2016c 1. Source: City of Eastvale General Plan Land Use Map
n/o=north of, s/o=south of, e/o=east of, w/o=west of

Based on the above analysis, the project would not result in the exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance. Impacts would be less than significant.

Stationary Sources

On-site stationary noise sources associated with the project include roof-top air conditioning units, parking lot vehicle movement activities, and play area activities.

The City of Eastvale has identified exterior noise limits to control operational noise impacts associated with the development of the proposed Vantage Point Church Project. **Table 12-5** is derived from Table N-4 of the Noise Element, and provides the City's standards for maximum exterior non-transportation noise levels to which land designated for residential land uses may be exposed for any 30-minute period on any. For the purposes of this analysis, the noise generated by the roof-top air conditioning units, parking lot vehicle movement activities, and play area activities of the proposed project are evaluated based on the City's stationary source standards at the nearby residential land uses.

As shown in **Table 12-5** the exterior noise level standard for the nearby noise-sensitive single-family residential land uses is 60 Leq from 7:00 a.m. and 10:00 p.m., and 50 dBA Leq from 10:00 p.m. to 7:00 a.m.

Table 12-5
Exterior Noise Level Standards for Non-Transportation Noise

Land Use Type	Time Period	Maximum Noise Level (dBA)
Single-Family Homes and Duplexes	10 pm to 7 am	50
	7 am to 10 pm	60
Multiple Residential with three or more units per building	10 pm to 7 am	55
	7 am to 10 pm	60

Source: City of Eastvale 2012a, Table N-4, Exterior Noise Level Standards for Non=Transportation Noise.
Measures as dBA Leq (30 Minutes); Leq (Equivalent Sound Level) is the average noise level during the sample period.

Reference noise level measurements were taken at other facilities in operation to provide a reasonable determination of noise levels associated with these activities and are summarized in **Table 12-6**.

Table 12-6
Stationary Reference Noise Levels

Noise Source	Noise Source Height (feet)	Distance from Source (feet)	Noise Levels at Distance (dBA Leq)	Noise Levels at 50 feet (dBA Leq)
Roof-Top Air Conditioning Unit	25	5	77.2	57.22
Parking Lot Activities	5	20	62.9	56.9
Play Area Activities	4	5	63.4	43.4

Source: Urban Crossroads 2016c

The estimated noise from stationary sources at noise-sensitive receiver locations is summarized in **Table 12-7**, and indicates that receivers would be exposed to stationary noise at levels below City standards. Therefore, stationary noise impacts resulting from project operation would be less than significant.

Table 12-7
Stationary Noise Levels resulting from Project Operation (dBA Leq)

Receiver	Noise Sources			Combined Noise	Noise Standard		Exceed Threshold?	
	Air Conditioning	Parking Lot	Play Area		Day	Night	Day	Night
R1	38.8	41.1	n/a[1]	43.1	60	50	No	No
R2	35.1	33.9	n/a[1]	37.6			No	No
R3	34.3	34.5	18.8	37.5			No	No
R4	27.0	31.7	12.7	33.0			No	No
R5	26.5	32.9	11.9	33.8			No	No
R6	32.7	38.3	17.9	39.4			No	No

Source: Urban Crossroads 2016c

1. *n/a=not applicable; location would not be exposed to noise; no direct line of sight.*

Based on the above analysis, impacts would be less than significant.

12(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ***Determination: Less Than Significant Impact***

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 inches per second peak particle velocity (in/sec PPV) at a distance of 25 feet; refer to **Table 12-8**.

Table 12-8
Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: Urban Crossroads 2016c

At distances ranging from 109 to 196 feet from the project site, construction vibration velocity levels are expected to approach 0.0098 in/sec PPV. Based on the City's vibration standard, the proposed project construction activities will not exceed the vibration standard of 0.0787 in/sec PPV at all receiver locations during project construction. Therefore, the project related vibration impacts at the nearby sensitive receiver locations represents a less than significant impact during the worst-case construction activities at the project site boundary.

During future phases of construction, impacts would be similar to those described above. Future construction phases would not be likely to impact churchgoers because construction activities would occur Monday through Friday during daylight hours, while the church would be active mostly on weekends and evenings. In addition, the church has the discretion to limit construction to those times that would not conflict with church activities. Therefore, impacts would be less than significant.

Table 12-9
Construction Equipment Vibration Levels

Receiver[1]	Distance to Construction Activity (feet)	Receiver PPV Levels (in/sec)					Threshold Exceeded?[1]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	113	0.000	0.004	0.008	0.009	0.009	No
R2	147	0.000	0.002	0.005	0.006	0.006	No
R3	135	0.000	0.003	0.006	0.007	0.007	No
R4	127	0.000	0.003	0.007	0.008	0.008	No
R5	109	0.000	0.004	0.008	0.010	0.010	No
R6	196	0.000	0.002	0.003	0.004	0.004	No

Source: Urban Crossroads 2016c
1. Does the peak vibration exceed the maximum acceptable vibration threshold?

12(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project? ***Determination: Less Than Significant Impact***

Development on the project site would result in increases in ambient noise levels above existing levels without the project resulting from rooftop HVAC equipment, parking lot vehicle movement activities, and play area activities. The hourly noise levels associated with the roof-top air conditioning units, parking lot vehicle movement activities, and play area activities are expected

to range from 33.0 to 43.1 dBA L_{eq} at the sensitive off-site receiver locations. This range does not exceed the City's exterior noise level standards (for non-transportation noise) of 60 dBA L_{eq} and 50 dBA L_{eq} for daytime and nighttime hours, respectively. Therefore, impacts are would be less than significant.

12(e, f) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels? For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels? ***Determination: No Impact***

There are no public airport runways within 2 miles of the project site. The nearest public airport is Corona Municipal Airport which is located 2.5 miles south of the project site, as well as the Chino Airport which is located approximately 4 miles northwest of the project site. Therefore, the proposed project would not expose people to excessive noise levels and no impacts are anticipated.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project will be subject to the general sound level standards of Eastvale Municipal Code Section 8.52.040.

MITIGATION MEASURES

None required.

13. POPULATION AND HOUSING. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

DISCUSSION

13(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **Determination: No Impact**

The proposed project would not result in any additional housing. The California Department of Finance (2017) estimates that the vacancy rate of homes in Eastvale is 5.7 percent, which means that of the 16,657 homes in the city, approximately 949 are vacant. While the number of employees is unknown at this time, it is reasonable to assume that any new jobs created by this project could be filled by existing residents in Eastvale. If new employees did move to the area, the existing number of vacant homes would accommodate their housing needs. The project would not result in the construction of new homes. No homes or residents will be displaced by the proposed project. Therefore, the proposed project would have no impact on population growth in the area.

13(b, c) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? **Determination: Less Than Significant Impact**

The project site is predominantly vacant land. One residential structure is located near the eastern project site boundary. Three trailers, one shed, and one metal garage are situated on the site. The shed contains lawn care equipment and is used for storage. The garage contains assorted miscellaneous materials. According to Department of Finance estimates, there are 16,657 housing units in the city; the loss of a single unit represents 0.006 percent of the households in the city. Such a small reduction in housing stock is considered less than significant. Therefore, impacts would be less than significant**.**

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

14. PUBLIC SERVICES. Would the proposed project:						
Issues			**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public series:					
	i)	Fire protection?			✓	
	ii)	Police protection?			✓	
	iii)	Schools?			✓	
	iv)	Parks?			✓	
	v)	Other public facilities?			✓	

DISCUSSION

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

i) Fire protection? **Determination: Less Than Significant Impact**

The Riverside County Fire Department provides fire protection and safety services to the City of Eastvale. The nearest fire station is Eastvale Fire Station No. 31, 14491 Chandler Street, approximately 1.2 miles northwest of the project site. The proposed development would be conditioned to comply with the requirements of the Riverside County Fire Department and for the payment of the City's development impact fees pursuant to Chapter 110.28 of the Eastvale Municipal Code. The project buildings would be 2.5 stories which is compatible with locally available fire equipment. The proposed use—a church—does not involve the storage or handling of special chemicals or flammable substances. Therefore, the proposed project would not create unusual fire protection needs or significant impacts. Therefore, payment of the City's development impact fees would fully mitigate any potential impact on Riverside County Fire Department facilities. Impacts would be less than significant**.**

ii) Police protection? **Determination: Less Than Significant Impact**

Police protection services are provided by the Eastvale Police Department, under contract from the Riverside County Sheriff's Department. The nearest sheriff's station is the Jurupa Valley Station,

7477 Mission Boulevard in Jurupa Valley, approximately 12 miles northeast of the project site. The Jurupa Valley Station comprises a total of 80 deputy sheriffs, a number of whom could respond to any calls for service in Eastvale (Eastvale 2012b). The proposed development would be conditioned for the payment of the City's development impact fees pursuant to Municipal Code Chapter 110.28. As a church, the proposed project is not expected to result in any unusual circumstances that may generate high demand for police protection services. Therefore, payment of the City's development impact fees would fully mitigate any potential impact on Sheriff's Department facilities. The impacts would be less than significant.

iii) Schools? **Determination: Less Than Significant Impact**

The project site is in the Corona-Norco Unified School District (CNUSD). The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. The project applicant would be required to pay current developer impact fees at the time of building permit application, unless the project is determined to be exempt. The district uses these fees to pay for facility expansion and upgrades needed to serve new students. Pursuant to California Government Code Section 65996, payment of these fees is considered full mitigation for project impacts to the CNUSD. The project does not include residential uses and is anticipated to serve existing residents of Eastvale and the surrounding area. As such, it is not anticipated that it would create increased demands for school facilities. Therefore, this impact would be less than significant**.**

iv) Parks? **Determination: Less Than Significant Impact**

Refer to Response 13(a), in subsection 13, Population and Housing. As a church, the project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the city. Thus, the project would not result in substantial adverse physical impacts to any parks or recreational facilities in the JCSD. This impact would be less than significant**.**

v) Other public facilities? **Determination: Less Than Significant Impact**

Refer to Response 13(A), in subsection 13, Population and Housing. As a church, the project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the city. Thus, the proposed project would not result in an increase in the demand for other governmental services such as the economic development and other community support services commonly provided by the City. This impact would be less than significant**.**

STANDARD CONDITIONS AND REQUIREMENTS

1. To fully mitigate potential impacts on the Riverside County Fire Department, the Riverside County Sheriff's Department, and the Corona-Norco Unified School District, the project applicant is required to pay the established development impact fees in compliance with the Development Impact Fee Program in Chapter 110.28 of the Eastvale Municipal Code.

MITIGATION MEASURES

None required.

15. RECREATION. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b)	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

DISCUSSION

15(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **Determination: Less Than Significant Impact**

Refer to Response 13(A) in subsection 13, Population and Housing. As a church, the project would not generate a substantial number of new jobs and is not anticipated to induce population growth in the city. Thus, the project would not increase the use of existing neighborhood or regional parks or other recreational facilities. This impact would be less than significant**.**

15(b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **Determination: Less Than Significant Impact**

The proposed project does not include the construction or expansion of any parks or recreational facilities. As described previously, the project would not increase demand for parks or other recreational facilities and would not require the construction or expansion of any such facilities. The impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. To fully mitigate potential impacts on the Jurupa Community Services District, the project applicant is required to pay the established development impact fees in compliance with the Development Impact Fee Program in Chapter 110.28 of the Eastvale Municipal Code.

MITIGATION MEASURES

None required.

16. TRANSPORTATION/TRAFFIC. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with 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, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e)	Result in inadequate emergency access?			✓	
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

DISCUSSION

A traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads (2016d) and is included as **Appendix 16**.

16(a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ***Determination: Less Than Significant Impact***

METHODOLOGY

Level of Service

Traffic operations of roadway facilities can be described using the term Level of Service (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, where vehicles are operating with the minimum spacing for maintaining uniform flow.

Significance Threshold

A significant impact would occur when the addition of project traffic, as defined by the With Project scenario, causes an intersection that operates at an acceptable level of service under the Without Project traffic condition (i.e., LOS C or D or better) to fall to an unacceptable level of service (i.e., LOS E or F). Therefore, the following criteria was used to identify significant project-related traffic impacts:

- When the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and project-generated traffic causes deterioration below LOS D (i.e., unacceptable LOS), a deficiency is deemed to occur.

Intersection Capacity Analysis

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

Signalized Intersections

Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in **Table 16-1**.

Table 16-1
Signalized Intersection Level of Service (LOS) Thresholds

Description of Operation	Average Delay (seconds)[1]	LOS[1]	LOS[2]
Very low delay occurring with favorable progression and/or short cycle length	0 to 10.00	A	F
Low delay occurring with good progression and/or short cycle lengths	10.01 to 20.00	B	F
Average delays resulting from fair progression and/or longer cycle lengths; individual cycle failures begin to appear.	20.01 to 35.00	C	F
Longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
High delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: Urban Crossroads 2016d
1. *Reflects the delay and LOS when the volume of traffic to capacity ratio is less than 1.0.*
2. *Reflects the LOS when the volume of traffic to capacity ratio is greater than 1.0.*

Unsignalized Intersections

The LOS rating is based on the weighted average control delay expressed in seconds per vehicle as described in **Table 16-2**. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

Table 16-2
Unsignalized Intersection LOS Thresholds

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short delays.	10.01 to 15.00	B	F
Average delays.	15.01 to 25.00	C	F
Long delays.	25.01 to 35.00	D	F
Very long delays.	35.01 to 50.00	E	F
Extreme delays with intersection capacity exceeded.	> 50.00	F	F

Source: Urban Crossroads 2016d

EXISTING TRAFFIC CONDITIONS

Existing traffic count data was collected on April 17, 2016, for a typical Sunday at intersections in the project vicinity. The locations of intersections analyzed in the TIA are shown on **Exhibit 7, Intersection Locations**.

Existing peak-hour operations were determined using the Highway Capacity Manual 2010 methodology for signalized intersections. The results of the analysis are summarized in **Table 16-3**. Review of this table shows that the intersections are currently operating at level of service (LOS) D or better.

Table 16-3
Summary of Intersection Operation – Existing Conditions

No.	Intersection	Traffic Control	Delay (secs.)	LOS
1	Hellman Avenue at Schleisman Road	Traffic Signal	32.5	C
2	Hellman Avenue at Chandler Street	Traffic Signal	28.6	C
3	Archibald Avenue at Schleisman Road	Traffic Signal	51.2	D
4	Archibald Avenue at Chandler Street	Traffic Signal	27.2	C
5	Archibald Avenue and Driveway 1	Future Intersection		
6	Archibald Avenue and Driveway 2	Future Intersection		
7	Archibald Avenue at Corbin Avenue	Traffic Signal	5.2	A
8	River Road at Bluff Street	Traffic Signal	9.1	A
9	Harrison Avenue at Schleisman Road	Traffic Signal	42.8	D
10	Harrison Avenue at Chandler Street	All-Way Stop	9.0	A

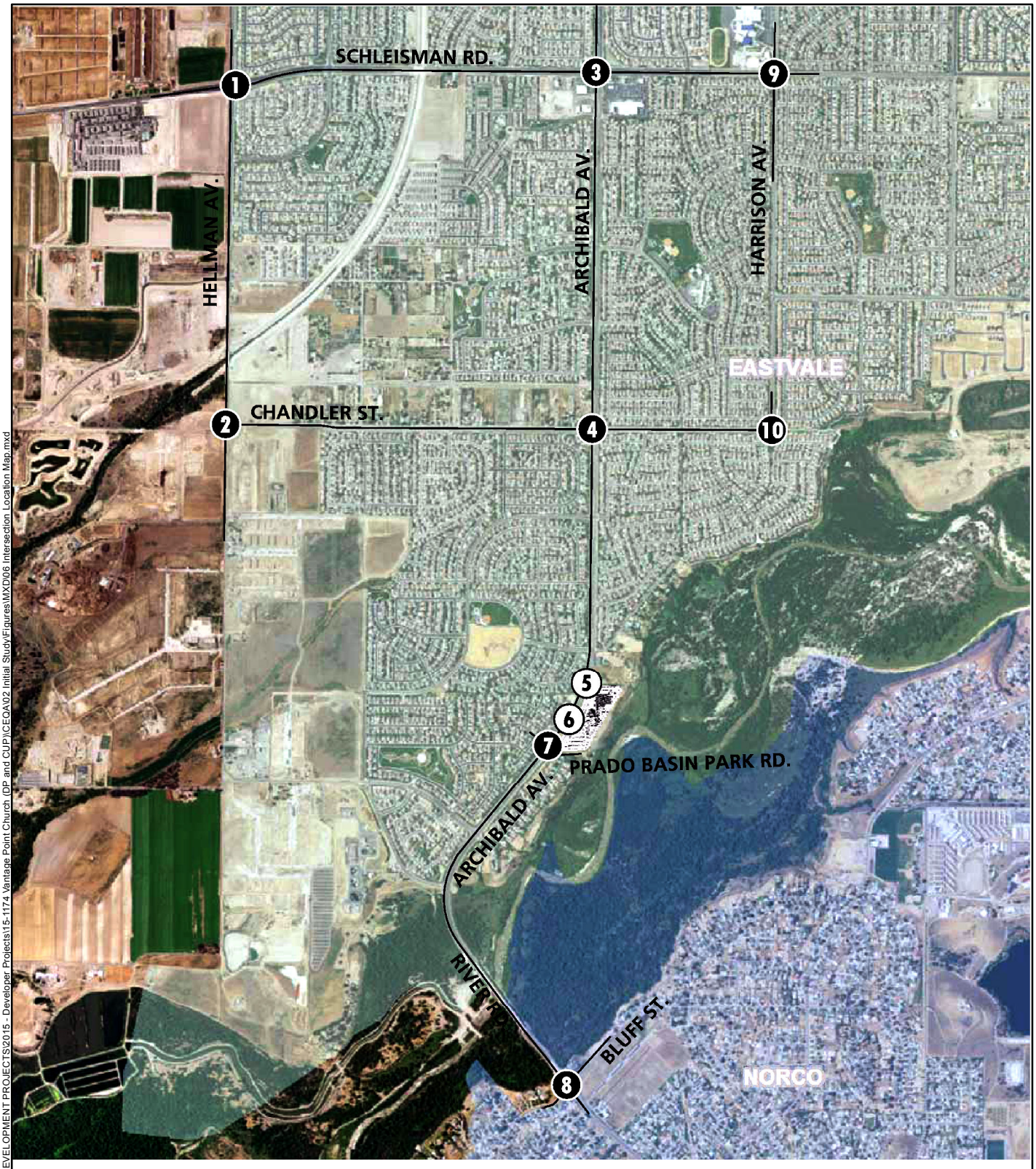
Source: Urban Crossroads 2016d

TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted for the unsignalized study intersection at Harrison Avenue and Chandler Street. The analysis was conducted using the California Manual on Uniform Traffic Control Devices (MUTCD) Warrant based on estimated average daily traffic (ADT) and Warrant 3 (Peak Hour Volume Warrant) to determine whether the intersection would warrant a traffic signal. The analysis concluded that a traffic signal is not warranted at intersection at Harrison Avenue and Chandler Street.

QUEUING ANALYSIS

A queuing analysis was conducted along Archibald Avenue, the roadway adjacent to the project site, to determine turn pocket lengths necessary to accommodate Sunday peak-hour traffic. According to the TIA (Urban Crossroads 2016d, p.8), the minimum turn pocket length would be approximately 300 feet. This proposed pocket would provide sufficient space for vehicle storage for the 95th percentile queue length.



11/13/2017 JN \\san4work\Eastvale\DEVELOPMENT PROJECTS\2015 - Developer Projects\15-1174 Vantage Point Church (DP and CUP)\CEQA\02 Initial Study\Figures\MXD\06 Intersection Location Map.mxd

LEGEND:

0 = EXISTING INTERSECTION ANALYSIS LOCATION

0 = FUTURE INTERSECTION ANALYSIS LOCATION

Michael Baker INTERNATIONAL

Not To Scale

Source: Urban Crossroads, Vantage Point Church Focused Traffic Impact Analsysis

VANTAGE POINT CHURCH
INITIAL STUDY

Intersection Locations

Exhibit 7

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TRAFFIC ANALYSIS

Daily and peak-hour trips were estimated for the proposed project using the Institute of Transportation Engineers (ITE) trip generation rates for a church (Land Use 560). The ITE trip rates and the estimated project trip generation are shown in **Table 16-4**. The project is estimated to generate a net total of 2,200 new vehicle trips on a typical Sunday, with 732 trips during the Sunday morning peak hour.

Trip distribution assumptions for the project were developed taking into account the geographical location of the proposed site, location of surrounding uses, and the proximity to the regional freeway system. The trip distribution assumptions were applied to the trip generation estimates for the project.

Table 16-4
Summary of Project Trip Generation with Proposed Project

Land Use	Units	ITE LU CODE	Sunday Peak Hour			Sunday Daily
			In	Out	Total	
Trip Generation Rates						
Church	Seats	560	0.310	0.300	0.610	1.850
Project Trip Generation Rates (Actual Vehicles)						
Land Use	**Quantity**	**Units**	**Sunday Peak Hour**			**Sunday Daily**
			In	**Out**	**Total**	
Trip Generation Summary						
Church	1,200	Seats	372	360	732	2,220

Source: Urban Crossroads 2016d

Existing Plus Project

The analysis for Existing plus Project conditions forecasts traffic conditions and the resulting intersection operations. This scenario includes existing traffic plus project traffic at buildout. The intersection analysis results are summarized in **Table 16-5**, which indicates that all analysis locations will continue to operate at an acceptable level of service during the Sunday peak hour. As such, improvements are not necessary, and impacts would be less than significant.

Table 16-5
Intersection Analysis

No.	Intersection	Traffic Control	Without Project (Existing Conditions)		With Project (Existing + Project)	
			Delay (secs.)	LOS	Delay (secs.)	LOS
			Sunday		Sunday	
1	Hellman Avenue at Schleisman Road	Traffic Signal	32.5	C	32.5	C
2	Hellman Avenue at Chandler Street	Traffic Signal	28.6	C	39.6	D

No.	Intersection	Traffic Control	Without Project (Existing Conditions)		With Project (Existing + Project)	
			Delay (secs.)	LOS	Delay (secs.)	LOS
			Sunday		Sunday	
3	Archibald Avenue at Schleisman Road	Traffic Signal	51.2	D	52.5	D
4	Archibald Avenue at Chandler Street	Traffic Signal	27.2	C	41.1	D
5	Archibald Avenue and Driveway 1	Cross-Street Stop	Future Intersection		11.5	B
6	Archibald Avenue and Driveway 2	Cross-Street Stop	Future Intersection		11.5	B
7	Archibald Avenue at Corbin Avenue	Traffic Signal	5.2	A	35.3	D
8	River Road at Bluff Street	Traffic Signal	9.1	A	9.8	A
9	Harrison Avenue at Schleisman Road	Traffic Signal	42.8	D	42.8	D
10	Harrison Avenue at Chandler Street	All-Way Stop	9.0	A	10.6	B

Source: Urban Crossroads 2016d

16(b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ***Determination: Less Than Significant Impact***

Refer to Response 16(a) above. Impacts would be less than significant.

16(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ***Determination: No Impact***

The project site is located between airports—Corona Municipal Airport is located 2.5 miles south of the project site and the Chino Airport is located approximately 4 miles northwest of the site. The project does not include any air travel components such as a runway or helipad and would not include the construction of any tall structures or lighting that could interfere with existing air traffic patterns. Building height is limited by the Eastvale Zoning Code to 50 feet, and no exception has been requested. As noted in the project description, the project is proposed to be two stories, which would be well below a height that could impact air traffic patterns. Therefore, the project would have no impact on existing air traffic patterns.

16(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***Determination: Less Than Significant Impact***

The project would be accessible via two new driveway entrances on Archibald Avenue and a driveway that would utilize the existing signalized intersection at Prado Basin Park Road. Prado Basin Park Road is assumed to continue to allow full access via the existing signalized intersection, and both Driveway 1 and Driveway 2 are proposed for right-in/right-out access only. The project driveways and project improvements would be designed in accordance with City standards so that adequate sight distance is maintained for drivers entering and exiting the site. The project does not involve any unusual conditions and does not include any hazardous design features, such as sharp curves or dangerous intersections. Therefore, this impact would be less than significant.

16(e) Result in inadequate emergency access? ***Determination: Less Than Significant Impact***

As described previously, the project site would be accessed from three locations, two new driveways located on Archibald Avenue and one entrance at the intersection of Prado Basin Park Road and Kendra Lane. As shown in **Table 16-5**, all studied intersections would continue to operate at acceptable levels of service with the addition of project-related traffic. The entrances would be designed in accordance with City standards, to provide adequate sight distance and also require approval by the Riverside County Fire Department. Therefore, the project would provide adequate access for emergency responders. Impacts would be less than significant.

16(f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ***Determination: Less Than Significant Impact***

The proposed project would be consistent with policies supporting public transit, bicycle, and pedestrian facilities. The Riverside Transit Agency provides bus service in the project vicinity, and the project would not interfere with existing bus service routes. The City of Eastvale (2016) Bicycle Master Plan shows that there are no existing bike paths near the project site, but a segment of the Santa Ana River Trail, a bike and pedestrian trail connecting Orange, Riverside, and San Bernardino counties, is planned to run along the eastern edge of the site. Project improvements would include construction of sidewalks with curb and gutter on Archibald Avenue, along the western edge of the project, and crosswalks at the two proposed driveways. These improvements will allow pedestrians access to the project and enhance pedestrian and bicycle travel. This impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

17. TRIBAL CULTURAL RESOURCES. Would the proposed project:						
Issues			**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
	i)	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)?		✓		
	ii)	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?		✓		

DISCUSSION

17(a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 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)? 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? ***Determination: Less Than Significant Impact with Mitigation Incorporated***

Pursuant to AB 52 requirements, the City of Eastvale has commenced consultation with the appropriate and potentially affected California Native American Tribe. The project applicant, City staff, and representatives from the Soboba Band of Luiseño Indians and the Gabrieleño Band of Mission Indians–Kizh Nation met on October 11 and October 18, 2017, to discuss general principles, followed by project-specific recommendations. There is a moderate or high potential for cultural resources to be found on the project site. As such, mitigation measures **TCR-1** through **TCR-4** are required to reduce impacts to less than significant levels.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

TCR-1 **Tribal Monitoring.** Prior to the issuance of a grading permit, the applicant shall contact the Soboba Band of Luiseno Indians and Gabrielleno Band of Mission Indians-Kizh Nation with notification of the proposed grading and shall enter into a Tribal Cultural Resources Treatment and Monitoring Agreement with each Tribe that determines its tribal cultural resources may be present on the site. The agreements shall include, but not be limited to, outlining provisions and requirements for addressing the handling of tribal cultural resources; project grading and development scheduling; terms of compensation for the Tribal monitors; treatment and final disposition of any tribal cultural resources, including but not limited to sacred sites, burial goods and human remains, discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. The terms of the agreements shall not conflict with any of these mitigation measures. A copy of the agreement shall be provided to the City of Eastvale Planning Department prior to the issuance of a grading permit.

TCR-2 **Archaeological Monitoring.** At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards-qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Ground disturbing activities may include, but are not limited to, pavement removal, pot-holing or **auguring**, grubbing, weed abatement, boring, grading, excavation, drilling, and trenching. The on-site monitoring would end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The Project Archaeologist, in consultation with interested Tribes identified in TCR-1, and the Developer, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site.

Details in the Plan shall include:

A. Project grading and development scheduling.
B. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting Tribes during grading, excavation and ground disturbing activities on the site.
C. The safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists.
D. The protocols and stipulations that the Developer, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TCR-3 **Treatment and Disposition of Cultural Resources**. If tribal cultural resources are inadvertently discovered during ground disturbing actives for this Project. The following procedures will be carried **out** for treatment and disposition of the discoveries:

A. **Temporary Curation and Storage**. During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried by the project archeologist with tribal monitor oversite of the process.

B. **Treatment and Final Disposition.** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The landowner shall relinquish the artifacts through one or more of the following methods and provide the City Planning Department with documentation of same:

   a. **Reburial onsite.** Accommodate the process for onsite reburial of the discovered items with the consulting Tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.

   b. **Curation.** A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards pursuant to 36 CFR Part 79, and therefore, would be professionally curated and made available to other archaeologists or researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

   c. **Disposition Dispute**. If more than one Tribe is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center.

   d. **Final Report.** At the completion of grading, excavation and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Tribal Monitors within 60 days of completion of grading. This report shall:

      - Document the impacts to the known resources on the property;
      - Describe how each mitigation measure was fulfilled;
      - Document the type of cultural resources recovered and the disposition of such resources;
      - Provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting;
      - In a confidential appendix, include the daily/weekly monitoring notes from the archaeologist.
      - All reports produced will be submitted to the City, Eastern Information Center and consulting tribes.

TCR-4 **Human Remains**. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public

Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made.

Following discovery and during assessment of the remains, work will be diverted at least 50-feet from the burial. The discovery shall be kept confidential, and secure to prevent disturbance. If left overnight remains will be covered with a muslin cloth and steel plate over the excavation to protect the remains. If this method of protection is not feasible, a guard will be posted.

If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted by the Coroner within 24 hours of the Coroner's determination. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours from the time that site access is granted, and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of mitigation measures **TCR-1 through TCR-4** would require that any cultural and archaeological resources inadvertently discovered during project grading or construction activities would be protected consistent with the recommendations of a qualified archaeologist and the appropriate tribes, reducing impacts to less than significant.

18. UTILITIES AND SERVICE SYSTEMS. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g)	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

DISCUSSION

18(a, e) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **Determination: Less Than Significant Impact**

Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The Santa Ana Regional Water Quality Control Board regulates wastewater discharges in Eastvale, including the project site, and implements the Clean Water Act and the Porter-Cologne Act by administering the National Pollutant Discharge Elimination System, issuing water discharge permits, and establishing best management practices. Development of the project site would result in increased wastewater flows that would be collected and treated at the

wastewater treatment plant that serves Eastvale, the Western Riverside County Regional Wastewater Authority (WRCRWA) plant.

The proposed project would receive wastewater conveyance services from the Jurupa Community Services District. The JCSD discharges Eastvale-generated wastewater flows to the River Road Lift Station, which pumps the wastewater to the WRCRWA plant (JCSD 2015). The JCSD estimates that wastewater treatment plant capacity is currently 6 million gallons per day (mgd) with the ability to expand to 14 mgd (JCSD 2015). According to the JCSD (2011) Standards Manual, commercial uses in the Eastvale area are estimated to generate an average of 2,000 gallons of wastewater daily per gross acre. Therefore, the project can be expected to contribute 20,860 gallons of wastewater flow to the WRCRWA treatment plant daily (10.5 acres x 2,000 daily gallons per acre = 21,000 gallons).

Since the project would result in an increase of wastewater flows equal to 0.81 percent of current capacity (20,860 ÷ 6,000,000 = 0.0034), adequate capacity is available to serve the proposed project. In addition, the WRCRWA plant is in compliance with all applicable RWQCB wastewater treatment requirements. Impacts would be less than significant.

18(b, d) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Determination: Less Than Significant Impact**

Water service would be provided to the proposed project by the Jurupa Community Services District. The JCSD relies predominantly on groundwater and desalinated brackish groundwater from the Chino Groundwater Basin for its water supply (Eastvale 2012b). Through a joint powers authority, the JCSD partners with the Chino Desalter Authority (CDA), the owner and operator of two water treatment plants (desalters), to treat potable water for the JCSD service area. Each of the desalters has the current capacity to treat 12 mgd of water (Eastvale 2012b). In addition, the CDA is currently in the process of expanding the treatment capacity of the desalters via local groundwater wells. Water is treated at the Chino I Desalter, the Chino II Desalter, and the Roger Teagarden Ion Exchange Treatment Plant. Based on a water demand rate of 3.7 acre-feet per year (AFY) per acre for commercial-retail uses (Eastvale 2012b), the proposed project would have a total water demand of approximately 38.6 AFY or 34,452 gallons per day. Thus, the proposed project's total water demand would equal approximately 0.29 percent of current treatment capacity. Impacts would be less than significant.

18(c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Determination: Less Than Significant Impact**

The proposed project would include construction of an on-site drainage system to collect and convey site runoff to the City's municipal storm drain system. No off-site drainage facilities are proposed. Construction of the proposed drainage system could result in numerous environmental effects, including temporary aesthetic impacts, disturbance of biological and/or cultural resources, soil erosion, release of hazardous materials and/or air emissions associated with construction equipment, and temporary noise and traffic impacts. Each of these potential effects is addressed in the appropriate subsection of this IS/MND and, where necessary, mitigation is included to reduce impacts to levels that are less than significant. Therefore, this impact would be less than significant.

18(f, g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Comply with federal, state, and local statutes and regulations related to solid waste? **Determination: Less Than Significant Impact**

The main disposal sites for the project sites are the El Sobrante Landfill in Corona and the Lamb Canyon Sanitary Landfill in Riverside. The El Sobrante Landfill has a capacity of 16,054 tons of solid waste per day and, as of April 2009, had 145,530,000 tons of capacity available (CalRecycle 2017a). The facility is projected to reach capacity in 2045. The Lamb Canyon Sanitary Landfill has a capacity of 3,000 tons of solid waste per day and, as of January 2015, had 19,242,950 cubic yards (roughly 39,966,973 tons) of capacity available (CalRecycle 2017a).

The California Department of Resources Recycling and Recovery (CalRecycle) provides unofficial estimates of solid waste generation and disposal rates for five different land use or business types: commercial, industrial, institutional, residential, and service. Rather than using square footage to determine solid waste generation rates, the best approach for the proposed project is to use the maximum seating capacity of 1,200 because at any given time, this would be the maximum number of people attending services. This method gives a conservative estimate because maximum capacity would only occur during the primary service times. Therefore, the best option for determining waste generated by the facility is based on numbers provided for education facilities. CalRecycle unofficial estimates for educational facilities are included in the institutional waste category. Of the solid waste generation rates for the public sector and institutions, the most recent data source presented by CalRecycle, Guide to Solid Waste and Recycling Plans for Development Projects by the Santa Barbara County Public Works Department, was published in May 1997, and it proposes that schools generate 0.6 pounds of solid waste per person per day (CalRecycle 2017b).

Based on the solid waste generation rate of 0.6 pounds per person per day, the proposed project is predicted to produce 720 pounds of solid waste per day. Considering a seven-day operational week, the proposed project is expected to generate 131.4 tons of solid waste annually.

The proposed project's contribution of 131.4 tons of solid waste annually would not substantially alter existing or future solid waste generation patterns or disposal services considering the permitted daily capacity at both the El Sobrante Landfill and the Lamb Canyon Sanitary Landfill. Furthermore, the proposed project would be consistent with the County Integrated Waste Management Plan and would be required to comply with any recommendations of the Riverside County Waste Management Department. Additionally, the proposed project would comply with all federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. The project does not any propose activities that would conflict with the applicable programmatic requirements. Therefore, impacts would be less than significant**.**

STANDARD CONDITIONS AND REQUIREMENTS

1. For any development associated with the proposed project, the project applicant will be required to comply with the recommendations of the Riverside County Waste Management Department and all federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991.
2. The project applicant, developer, or successor in interest shall provide written verification that the Jurupa Community Services District can and will provide potable water service to the project.

MITIGATION MEASURES

None required.

19. MANDATORY FINDINGS OF SIGNIFICANCE. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?		✓		
b)	Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		✓		
c)	Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

The following are mandatory findings of significance in accordance with Section 15065 of the CEQA Guidelines.

DISCUSSION

19(a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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? ***Determination: Less Than Significant Impact with Mitigation Incorporated***

As discussed previously, the proposed project would not result in any significant impacts. As discussed in subsection 4, Biological Resources, after mitigation, the proposed project would result in less than significant impacts to local, regional, or state habitat conservation plans and to any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. Similarly, as discussed in subsection 5, Cultural Resources and subsection 17, Tribal Cultural Resources, after mitigation, the proposed project would result in less than significant impacts to human remains, archaeological resources, and paleontological resources.

19(b) Have impacts that are individually limited, but cumulatively considerable? ***Determination: Less Than Significant Impact with Mitigation Incorporated***

CEQA requires that EIRs discuss cumulative impacts, in addition to project impacts. According to Section 15355 of the CEQA Guidelines, cumulative impacts refers to two or more individual effects which, when considered together, would compound or increase other environmental impacts. A significant impact may occur if the project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. The geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue being analyzed. **Table 19-1** summarizes the geographic scope of the analyses for the major cumulative issues analyzed in this chapter. The geographic scope defines the geographic area within which projects or proposed projects may contribute to a specific cumulative impact. Therefore, past, present, and probable future projects and proposed projects within the defined geographic area for a given cumulative issue must be considered.

Table 19-1
Geographic Scope of Cumulative Impact Analyses

Environmental Issue	Geographic Scope of Cumulative Impact Analyses
Aesthetics/Visual Quality	Immediate vicinity of the proposed project
Agricultural and Forestry Resources	Immediate vicinity of the proposed project
Air Quality	South Coast Air Quality Management District
Biological Resources	Western Riverside County Multiple Species Habitat Plan (MSHCP) planning area
Cultural Resources	Immediate vicinity of the proposed project site for historic and paleontological resources and Soboba Band of Luiseño Indians and the Gabrieleño Band of Mission Indians–Kizh Nation for archaeological and human remains
Geology and Soils	City of Eastvale for geologic hazards, unstable soils, and expansive soils and Santa Ana River Hydrologic Unit
Greenhouse Gas Emissions	South Coast Air Quality Management District
Hazards and Hazardous Materials	City of Eastvale for hazardous materials and the existing roadways in the vicinity of the proposed project for emergency response and evacuation plans
Hydrology and Water Quality	Santa Ana River Hydrologic Unit
Land Use and Planning	City of Eastvale
Mineral Resources	Immediate vicinity of the proposed project
Noise	Immediate vicinity of the proposed project
Population and Housing	City of Eastvale
Public Services	Riverside County Fire Department for fire; Riverside County Sheriff's Department for police; Corona-Norco Unified School District (CNUSD) for schools; and, Jurupa Community Services District for Parks.
Recreation	Jurupa Community Services District for Parks

Environmental Issue	Geographic Scope of Cumulative Impact Analyses
Transportation/Traffic	City of Eastvale and nearby roadways
Tribal and Cultural Resources	Soboba Band of Luiseño Indians and the Gabrieleño Band of Mission Indians–Kizh Nation
Utilities and Service Systems	Jurupa Community Services District for wastewater; City of Eastvale for stormwater; and, El Sobrante and Lamb Canyon Sanitary Landfills in Riverside County for solid waste.

CEQA Guidelines Section 15130(b) presents possible approaches for considering cumulative effects. This EA/MND uses "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency." Past and present projects are considered as part of the baseline when evaluating effects of the proposed project. **Table 19-2** illustrates a list of present and foreseeable future projects for this IS/MND.

Table 19-2
List of Cumulative Projects in the Vicinity of Proposed Project

Project No.	Name	Status	Description
12-0051	Wal-Mart Eastvale Crossings	Applicant to submit construction plans.	Development of a 177,000 +/- sq. ft. retail store (to include Wal-Mart) and several outparcels on 24.78 acres.
14-1398	Sendero Planned Residential Development by Stratham Homes	Site clearing and grading is underway.	Subdivision of approximately 44 acres into 323 residential lots and 14 lots for open space and water basins
15-0783	The Ranch	Grading and construction has started for industrial portion.	Major Development Review for six (6) industrial buildings totaling 985,000 square feet on six (6) parcels and Tentative Parcel Map No. 36787 to subdivide approximately 97 gross acres into 14 legal parcels.
16-00020	Costco at Goodman Commerce Center	Project approved; Landscape Plans under review.	Major Development Review for the construction of approximately 158,000 square-foot Costco Warehouse building with a tire center and outdoor food court area at the commercial portion of the Goodman Commerce Center.
16-00028	Goodman Retail Center	Project approved; not yet constructed.	Major Development Review for the development of 2 multi-tenant retail buildings totaling approximately 26,260 square feet in the retail area adjacent to Costco at the Goodman Commerce site.

Project No.	Name	Status	Description
16-00038	Medical Office Building and Dialysis Center at The Marketplace at The Enclave	Dialysis center under construction. 2-story medical building has not started.	Major Development Review for the construction of a 30,000-sq. ft. two story medical office building and a 10,000-sq. ft. dialysis center on the empty area at the south end of the shopping center
17-20012	Goodman Industrial Building 3	Awaiting revised construction plans.	Major Development Review for the construction of approximately 373,522 square-foot industrial building in the southern portion of Planning Area 5 at the Goodman Commerce Center.
17-20013	South Milliken Distribution Center	Project currently under review; not yet approved.	Major Development Review, General Plan Amendment, and Change of Zone for the development of a 273,636-square foot industrial warehouse building located on a 15.8-acre site.
17-20015	Lewis Retail at Polopolus Property	Project currently under review; not yet approved.	General Plan Amendment and Change of Zone to General Commercial (C-1/C-P), Tentative Parcel Map to subdivide the 23-acre site into 8 lots.
17-20033	Goodman Retail Building CR-3	Project currently under review; not yet approved.	Major Development Review for the development of CR-3, a 4,000 square-foot multi-tenant located in the retail portion of the Goodman Commerce Center and Conditional Use Permit for a drive-through.

AESTHETICS

The geographic context for the analysis of cumulative effects to scenic vistas and existing visual character and quality is limited to the vicinity of the proposed project. Existing land uses within the immediate vicinity of the proposed project consist mostly of residential uses. Implementation of the proposed project would not contribute to cumulative visual resource or aesthetic impacts. Additionally, the City's public use permit application process would ensure the proposed development is in compliance with the City's zoning and design standards and guidelines, which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed project would have a less than cumulatively considerable impact to aesthetics.

AGRICULTURAL RESOURCES

Implementation of the proposed project would not result in any impacts to agricultural or forestry resources and would therefore not contribute to cumulative impacts to these resources.

AIR QUALITY

As previously stated, the SCAQMD's approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Issue a) in subsection 3, Air Quality, describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan. As such, the project would have a less than cumulatively considerable impact on air quality.

BIOLOGICAL RESOURCES

The potential for the proposed project to result in direct biological impacts is addressed through the payment of mitigation fees required by the MSHCP and mitigation measures **BIO-1** through **BIO-3**. Therefore, the proposed project would have a less than cumulatively considerable impact on biological resources.

CULTURAL RESOURCES

Development of the project site would contribute to a cumulative increase in potential impacts to cultural and paleontological resources. However, mitigation measure **CUL-1** would reduce the potential impacts associated with development on the project site. Thus, the project would have a less than cumulatively considerable impact.

GEOLOGY AND SOILS

Project-related impacts on geology and soils associated with development on the project site are site-specific, and development on the site would not contribute to seismic hazards or soil erosion. Conformance to the CBC would result in decreased exposure to the risks associated with seismic activity. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

GREENHOUSE GAS EMISSIONS

The greenhouse gas analysis provided in subsection 7, Greenhouse Gas Emissions, analyzed the proposed project's cumulative contribution to global climate change and determined that the project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions.

HAZARDS AND HAZARDOUS MATERIALS

The proposed project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. Furthermore, compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

HYDROLOGY AND WATER QUALITY

Water quality measures included in the proposed project and the WQMP and SWPPP prepared for the project would protect the quality of water discharged from the site during both construction and operational activities. Therefore, the project would have a less than cumulatively considerable

impact on water quality. The site is not located within a flood hazard zone. Therefore, the proposed project would have a less than cumulatively considerable impact related to hydrology.

LAND USE AND PLANNING

The proposed project is consistent with the existing land use designation of the General Plan and the existing zoning for the site and, with implementation of mitigation measures **BIO-1** through **BIO-3**, would be consistent with the MSHCP. Therefore, the project would have a less than cumulatively considerable impact related to land use and planning.

MINERAL RESOURCES

The proposed project would have no impact related to mineral resources and would therefore not contribute to any cumulative impacts to such resources.

NOISE

As discussed in subsection 12, Noise, operation of the proposed project would comply with all applicable noise standards and would have less than significant direct impacts related to noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to daytime hours. Noise impacts would be less than cumulatively considerable.

POPULATION AND HOUSING

Since the project site is predominantly vacant, the loss of the one residential use is not considered a reduction in the housing stock that would result in significant impacts. Therefore, the project would have a less than cumulatively considerable impact related to population and housing.

PUBLIC SERVICES AND RECREATION

Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. However, as a standard condition of approval, the project applicant would be required to pay development impact fees to fund the expansion of such services. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed project would have a less than cumulatively considerable impact on public services.

RECREATION

The proposed project would not generate a substantial number of new jobs and is not anticipated to induce population growth in the city. Thus, the project would not increase the use of existing neighborhood or regional parks or other recreational facilities. Therefore, in a cumulative setting, the project is not considered to add to the need for additional facilities. As such, impacts to recreation are considered less than cumulatively considerable.

TRANSPORTATION/TRAFFIC

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed project includes the nearby

development for opening year traffic conditions provided by City of Eastvale staff. Cumulative traffic impacts are created as a result of a combination of the proposed project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project. A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As analyzed in this IS/MND, the proposed project would not contribute to unacceptable roadway conditions. Therefore, impacts are considered less than cumulatively considerable.

TRIBAL CULTURAL RESOURCES

The project applicant, City staff, and representatives from the Soboba Band of Luiseño Indians and the Gabrieleño Band of Mission Indians–Kizh Nation met to discuss general principles, followed by project-specific recommendations. There is a moderate or high potential for cultural resources to be found on the project site. As such, mitigation measures **TCR-1** through **TCR-4** would reduce impacts to levels less than significant. Therefore, project impacts are considered less than cumulatively considerable.

UTILITIES AND SERVICE SYSTEMS

Implementation of the proposed project would increase demand for public utilities. Construction activities related to development of the project site may result in impacts to utilities and service systems, including solid waste. However, any impacts would be less than cumulatively considerable.

SUMMARY

When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project does not have the potential to cause impacts that are cumulatively considerable. As detailed in the above discussions, the proposed project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the project are limited to the project site or are of such a negligible degree that they would not result in a significant contribution to any cumulative impacts.

19(c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***Determination: Less Than Significant Impact with Mitigation Incorporated***

The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly, once mitigation measures are implemented. While a number of the proposed project's impacts were identified as having a potential to significantly impact humans, with implementation of the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified mitigation measures, the proposed project would not be expected to cause significant adverse impacts to humans. All significant impacts are avoidable, and the City of Eastvale requires mitigation measures to protect human beings.

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