INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Sumner Place Development

Northwest Corner of Sumner Avenue and Schleisman Road

(PROJECT PLN 20-20063)

Lead Agency:

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

April 2021

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I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing applications for a General Plan Amendment, Change of Zone, Major Development Review, Tentative Tract Map, and Tentative Parcel Map, collectively referred to as PLN20-20063, for the development of a 216-unit multi-family apartment project on 9.3 acres and located at the southeast corner of Schleisman Road and Sumner Avenue. PLN20-20063 is further described in Section I.C, below.

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 the City of Eastvale on the southeast corner of Schleisman Road and Sumner Avenue. The project site consists of one parcel, identified as Assessor Parcel Number (APN) 152-040-001. The project site is partially developed with two occupied single-family residences along with two storage buildings located at the center of the project site. The project site also includes the remains of concrete foundations, a paved alley road, and a concrete driveway connecting the two storage buildings to Schleisman Road. The regional and local vicinity of the project site are shown in ***Exhibit 1, Regional Vicinity*****,** and ***Exhibit 2, Project Location***.

The project site is currently designated by the Eastvale General Plan as Commercial Retail (CR) and is bounded by Medium Density Residential (MDR) on all sides. Refer to ***Exhibit 3, Land Use Map***. Land uses surrounding the project have been fully developed with single-family residential neighborhoods consistent with their respective permitted densities and complete with right-of-way improvements such as sidewalks, lighting, and landscaping. Parcels to the west of the project site along Sumner Avenue are zoned Specific Plan (SP). The neighborhoods to the north, east and west of the project site are zoned One-Family Dwellings (R-1). Refer to ***Exhibit 4, Zoning Map***.

C. PROJECT DESCRIPTION

The project, identified as PLN20-20063, consists of six discretionary permits to allow the proposed development of a 216-unit multi-family apartment project. The entitlements are discussed individually in the bulleted list below and illustrated in ***Exhibit 5, Conceptual Site Plan*****.**

- **Tentative Parcel Map:** To subdivide Lot 45 of APN 152-040-001 (totaling 9.25 gross acres) into two parcel lots consisting of the following:
    - Lot 1 to contain the residential use component totaling 7.20 net acres.
    - Lot 2 to contain the commercial use component totaling 0.51 net acres.
- **Tentative Tract Map:** To serve as a residential tract map, encompassed within Lot 1, for condominium purposes.
- **General Plan Amendment:** To change the Lot 1 land use designation from Commercial Retail (CR) to Highest Density Residential (HHDR) (refer to Exhibit 6, *Proposed Land Use*).

- **Change of Zone:** To change Lot 1 from Heavy Agricultural (A-2) to General Residential (R-3) (refer to Exhibit 7, *Proposed Zoning*).
- **Change of Zone:** To change Lot 2 from Heavy Agricultural (A-2) to General Commercial (C-1/C-P) (refer to Exhibit 7, *Proposed Zoning*).
- **Major Development Review** for the development of:
    - A 216-unit apartment project consisting of seven two- to three-story, apartment buildings with tuck-under garages and surface parking.
    - A 5,000-square-foot (sf) commercial building, located at the northwest corner of the project site, near the intersection of Sumner Avenue and Schleisman Road.
- **Development Agreement** for the construction and maintenance of off-site street improvements in conjunction with the local Transportation Uniform Mitigation Fee ("TUMF") program.

Prior to project grading and construction, the project would require the vacating and demolition of the existing residences.

Development Concept

The project is proposing a multi-family residential gated community consisting of seven two-to three-story, type "V" apartment buildings along with recreational amenities (pool and spa, clubhouse, cabana, fitness room). Interior livable space would consist of one- and two-bedroom units with tuck-under garages for parking. The project's residential component would consist of seven multi-family apartment buildings composed of five types of building configurations, which are described in the following order (refer to **Appendix 1, *Architectural Plan Set***):

- **Building 1** would be of Type A configuration and would be situated at the northwest quarter of the property abutting Schleisman Road and adjacent to the proposed commercial retail building site located directly to the west. Building 1 would distribute 2nd story architectural design to the northern portion of the building footprint and 3rd story architectural design to the remaining building footprint.
- **Building 2** would be of Type B configuration and would be situated at the northeast corner of the property abutting Schleisman Road. Building 2 would distribute 2nd story architectural design to the northwest quarter of the building footprint and 3rd story architectural design to the remaining building footprint.
- **Building 3** would be of Type B configuration and would be situated at the central eastern half of the property. Building 3 would distribute 2nd story architectural design to the northwest quarter of the building footprint and 3rd story architectural design to the remaining building footprint.
- **Building 4** would be of Type C configuration and would be situated at the southeast quarter of the property abutting Orange Street. Building 4 would distribute 2nd story architectural design to the southwest and southeast corner building footprints and distribute 3rd story architectural design to the remaining building footprint.

- **Building 5** would be of Type D configuration and would be situated at the eastern half of the southwest quarter of the property and with the southern terminus of building abutting Orange Street. Building 5 would distribute 2nd story architectural design to the northern and southern ends of the building footprint and to the central west half of the building footprint and distribute 3rd-story architectural design to the remaining building footprint.
- **Building 6** would be of Type E configuration and would be situated at the central western edge of the property abutting Sumner Avenue. Building 6 would distribute 2nd story architectural design to the northwest corner building footprint and 3rd story architectural design to the remaining building footprint.
- **Building 7** would be of Type E configuration and would be situated at the southwest corner of the property abutting Sumner Avenue. Building 7 would distribute 2nd story architectural design to the southwest corner building footprint and 3rd story architectural design to the remaining building footprint.

The maximum building height for the highest buildings proposed would be 38 feet and 3 inches.

The project contains a commercial component consisting of a 5,000-sf single-story commercial retail building to be situated at the northwest portion of the project site, abutting Sumner Avenue and Schleisman Road. The total building area for the residential and commercial components would be approximately 195,167 sf of rentable space and with a floor area ratio (FAR) of 0.20 to 0.35. The overall density would be 28.05 dwelling units per acre.

The project would provide approximately 86,434 sf of common ground open space and approximately 13,805 sf of private open space.

The project would be constructed to conform with Chapter 5, *Development Standards*, of the City's Zoning Code and the City's adopted *Design Standards and Guidelines*, which include design standards related to building size, height, setback, and materials, as well as landscaping, signage, and other considerations. Refer to ***Appendix 1, Architectural Plan Set***.

Utilities

The following utilities/infrastructure systems and services are available to the project. Refer to ***Appendix 2, Preliminary Water, Sewer and Storm Drain Plans*** and ***Appendix 3, Preliminary Grading and Drainage Plan***.

- *Water and Sewer*. Water and sewer services would be provided to the project by the Jurupa Community Services District (JCSD). An 8-inch sewer line would be installed throughout the project to convey wastewater to a point of connection with an existing 8-inch sewer line on Orange Street.
- *Drainage*. The drainage system that would serve the project site is under the jurisdiction of Riverside County in accordance with the County's Master Drainage Plan (MDP). Storm drains would be installed throughout the project to convey stormwater to two points of connection with an existing 30-inch storm drain on Orange Street.

- *Dry Utilities*. Electricity and natural gas services would be provided by Southern California Edison (SCE) and Southern California Gas Company (SoCalGas), respectively.

Access and Circulation

All project access and circulation improvements would be designed and constructed consistent with City design and engineering standards. Roadways adjacent to the project, site access points, and site-adjacent intersections would be constructed consistent with the identified roadway classifications and respective cross-sections in the City of Eastvale General Plan Circulation Plan.

On-site Access

As shown in ***Exhibit 5,* Conceptual Site Plan**, on-site access/circulation would provide two restricted access driveways. The main entrance would provide right-turn in/out only accessibility off of Schleisman Road, consisting of a 46-foot-wide driveway with decorative brick pavers and security call box. This driveway would serve the residential component of the project.

A second entrance would provide right-turn in/out only accessibility off of Sumner Avenue consisting of a 25-foot-wide driveway with decorative pavers and would serve both commercial retail and residential components of the project.

Off-site Access

One right-turn in/out only, decorative paver driveway is proposed at Sumner Avenue and one right-turn in/out only driveway is proposed at Schleisman Road.

Off-site street improvements would include center divider pocket lanes constructed on Schleisman Road and Sumner Avenue to provide left-turn accessibility into access driveways. Streetscape landscaping would be installed for pocket lane dividers and center dividers along Sumner Avenue and Schleisman Road to extend eastward to the intersection with Scholar Way. Refer to ***Appendix 4, Preliminary Street Improvement Plan***.

Parking

Resident parking for the project would include a total of 391 on-site and off-site parking stalls comprising tuck-under garages (138 stalls), standards stalls (95 stalls), compact stalls (24 stalls), tandem stalls (48 stalls), and carports (86 stalls).

Commercial tenant and customer parking for the project would include a total of 38 parking stalls comprising nine on-site parking stalls and 28 angled parking compact stalls situated along Sumner Avenue.

Overall, the project would exceed the City's minimum parking requirement of 423 stalls, in accordance with Chapter 5, *Development Standards*, of the City's Zoning Code. Of the total 429 on-site and off-site parking stalls proposed for the entire project, seven parking stalls would be designated as accessible parking under the Americans with Disabilities Act (ADA) for the residential use component and two parking stalls would be designated as ADA-accessible parking for the commercial use component. Refer to ***Exhibit 5, Conceptual Site Plan***.

Landscaping

Ornamental water-efficient landscaping, including a variety of trees, shrubs, vines and ground cover, would be installed throughout the project site. Planting materials would be selected in accordance with Chapter 5, *Development Standards*, of the City's Zoning Code and the City's adopted *Design Standards and Guidelines.* Refer to ***Appendix 5, Conceptual Landscape Plan*****.**

Project Construction and Phasing

Both the residential and commercial components of the project would be constructed in a single phase of construction. Construction is estimated to begin in mid-2021 and extend approximately 29 months.

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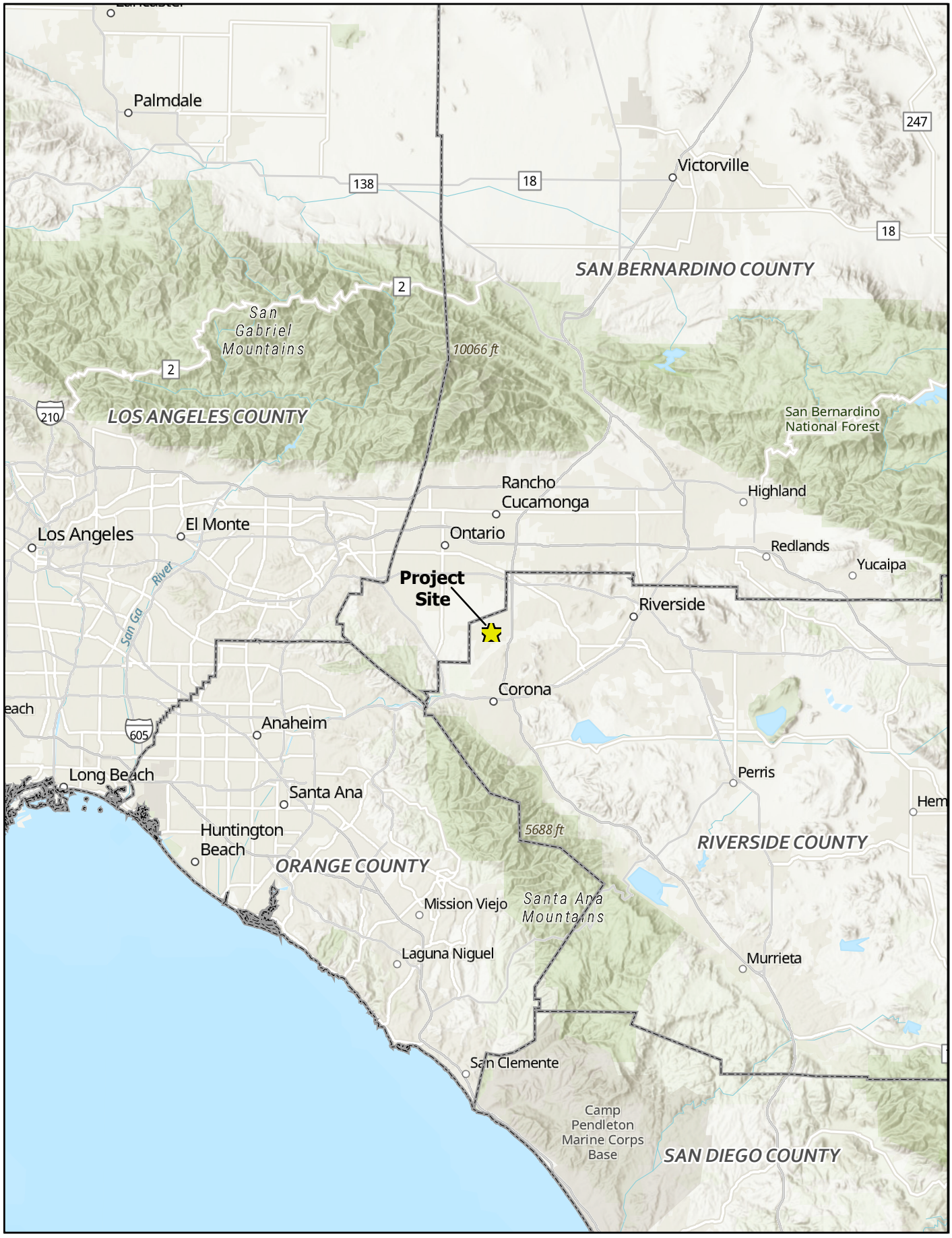

Michael Baker INTERNATIONAL

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Source: ESRI

SUMNER PLACE DEVELOPMENT

Regional Vicinity

Exhibit 1

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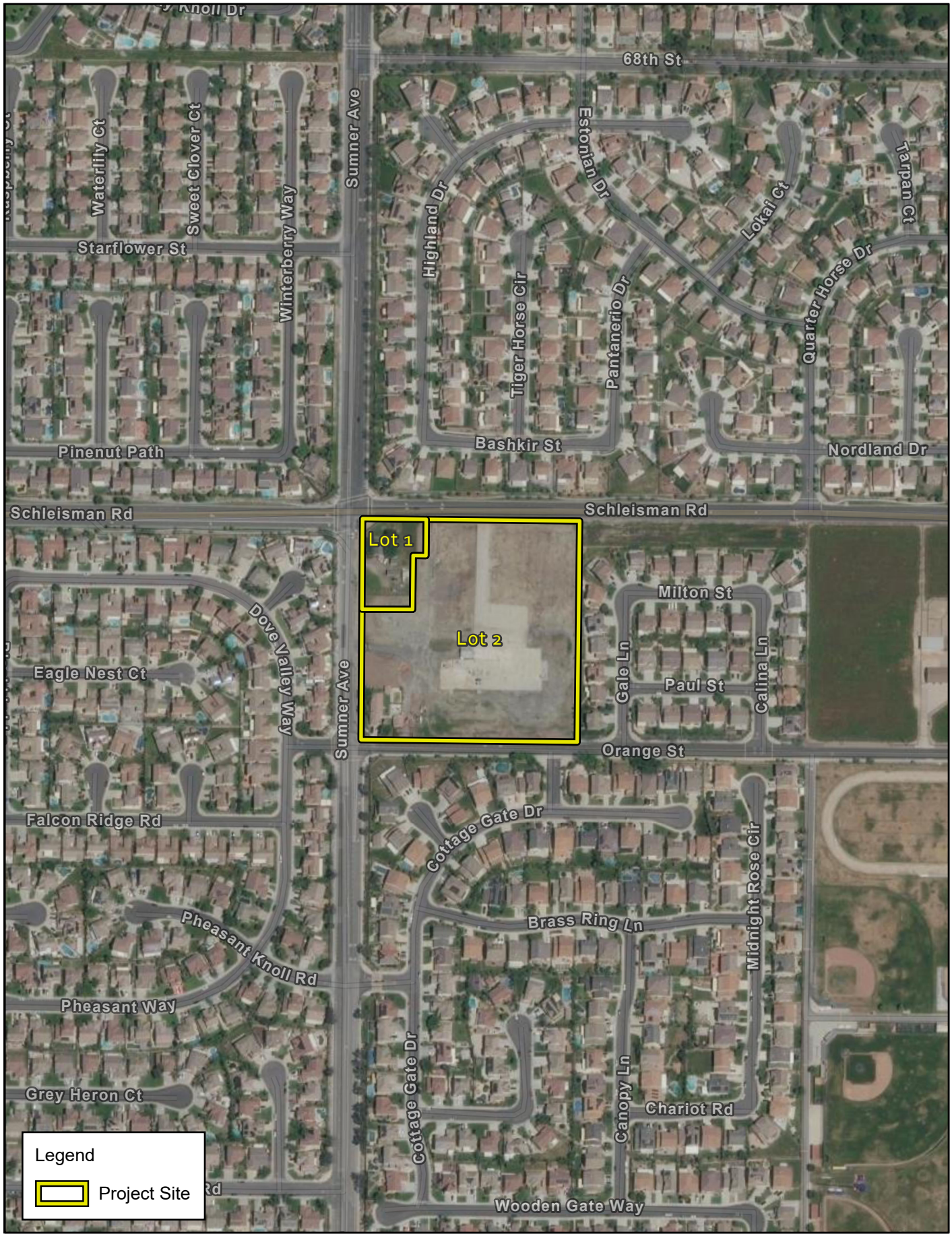

Michael Baker INTERNATIONAL

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Source: ESRI, City of Eastvale

SUMNER PLACE DEVELOPMENT

Project Location

Exhibit 2

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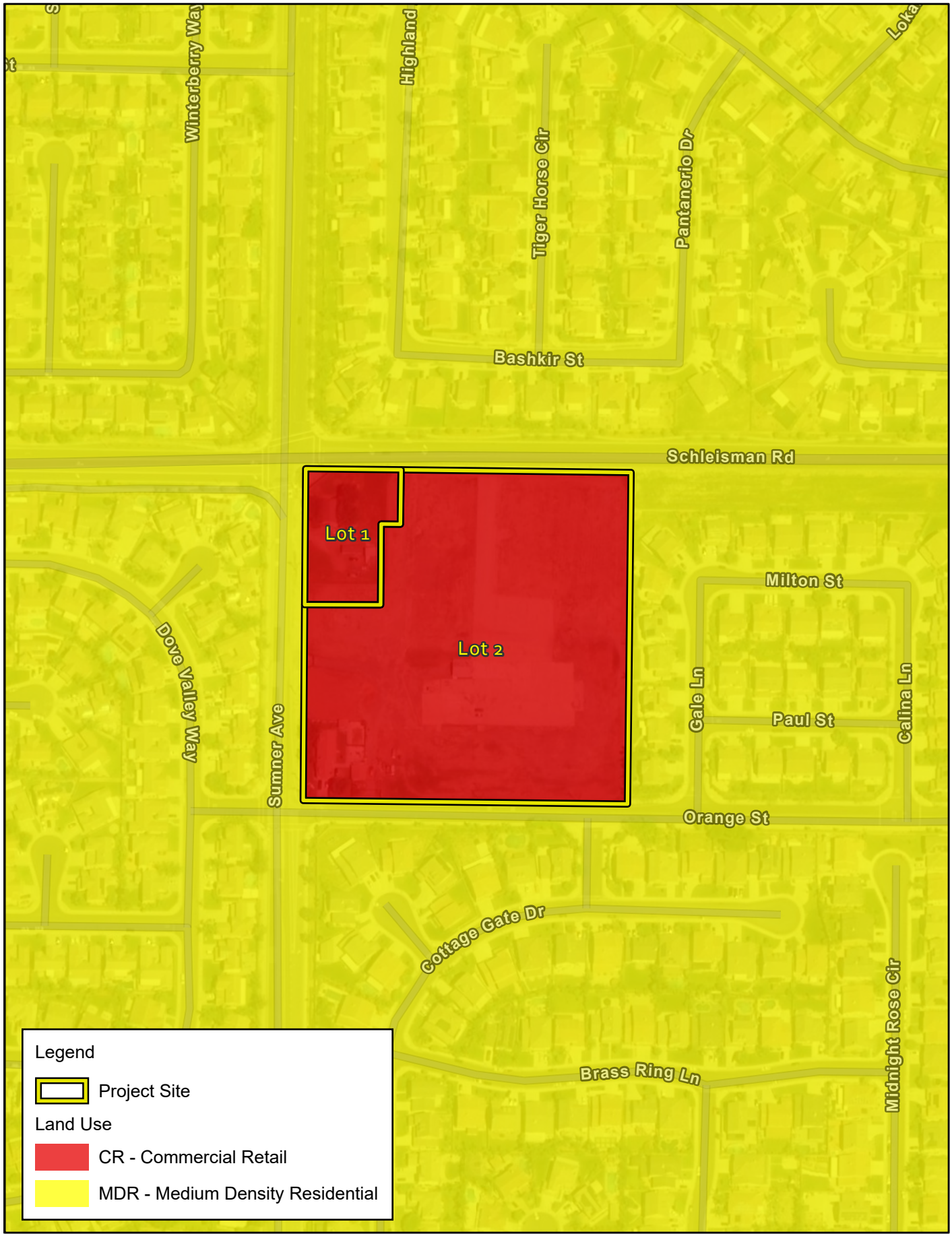

Michael Baker INTERNATIONAL

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Source: ESRI, City of Eastvale

SUMNER PLACE DEVELOPMENT

Land Use Map

Exhibit 3

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Michael Baker INTERNATIONAL

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Source: ESRI, City of Eastvale

SUMNER PLACE DEVELOPMENT

Zoning Map

Exhibit 4

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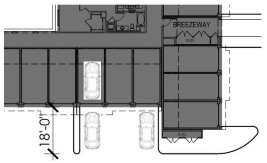
SITE PLAN NOTES

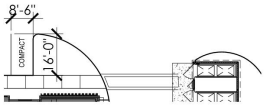
1. THIS ARCHITECTURAL SITE PLAN IS PROVIDED FOR OVERALL SITE REFERENCE. THE LOCATION OF ITEMS INCLUDED IN THIS SET OF PLANS IS FOR AGENCY DEPARTMENT USE ONLY.
2. THIS SITE PLAN IS FOR REFERENCE ONLY, AS AN ARCHITECTURAL PLAN FOR GENERAL LAYOUT AND IDENTIFICATION PURPOSES ONLY
3. FOR LOT LINE DIMENSIONS & HORIZONTAL CONTROL, SEE CIVIL DRAWINGS
4. FOR HARDSCAPE AND ALL SITE IMPROVEMENTS, SEE LANDSCAPE DRAWINGS
5. FOR PARKING GARAGE, SEE SEPARATE SUBMITTAL PACKAGE
6. FOR "FIRE LANE" DESIGN, SEE CIVIL AND LANDSCAPE DRAWINGS
7. FOR PERIMETER FENCING, SEE LANDSCAPE DRAWINGS
8. REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR SPECIFIC SITE REQUIREMENTS
9. ALL PROPERTY LINES, EASEMENTS, AND BUILDINGS, EXISTING AND PROPOSED ARE SHOWN ON THIS PLAN BUT MUST BE VERIFIED WITH THE CIVIL PLANS
10. BUILDING SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE GENERAL CONTRACTOR.
11. SITE SIGNAGE IS DESIGNED BY OTHERS AND INSTALLED BY THE CONTRACTOR.
12. SITE WALLS ARE DESIGNED BY OTHERS
13. DECORATIVE SITE LIGHTING IS DESIGNED BY OTHERS.
14. SURFACE WATER MUST DRAIN AWAY FROM BUILDING SEE CIVIL AND LANDSCAPE PLANS FOR DRAINAGE DESIGN.

LEGEND

- TRANSFORMER
- COMMERCIAL TRASH ENCLOSURE
- RESIDENTIAL TRASH ENCLOSURE
- CARPORT
- C DENOTES COMMERCIAL STALL

*NOTE: ALL WALL AND FENCE SHOWN TO BE 6' HIGH (TYP.)





TANDEM PARKING DETAIL

NORTH

1"=40'-0" 0 20' 40' 80' 120'

SITE PLAN A1.2

SUMNER PLACE

EASTVALE, CA

DATE: 02-11-2021
JOB NO.: 2019-112

STRATHAM HOMES
2201 DUPONT DRIVE SUITE 300 IRVINE, CA 92612
949.833.1554

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

Architecture. Design. Relationships.

Monday, February 22, 2021 1:23:55 PM
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Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Architects Orange

SUMNER PLACE DEVELOPMENT

Conceptual Site Plan

Exhibit 5

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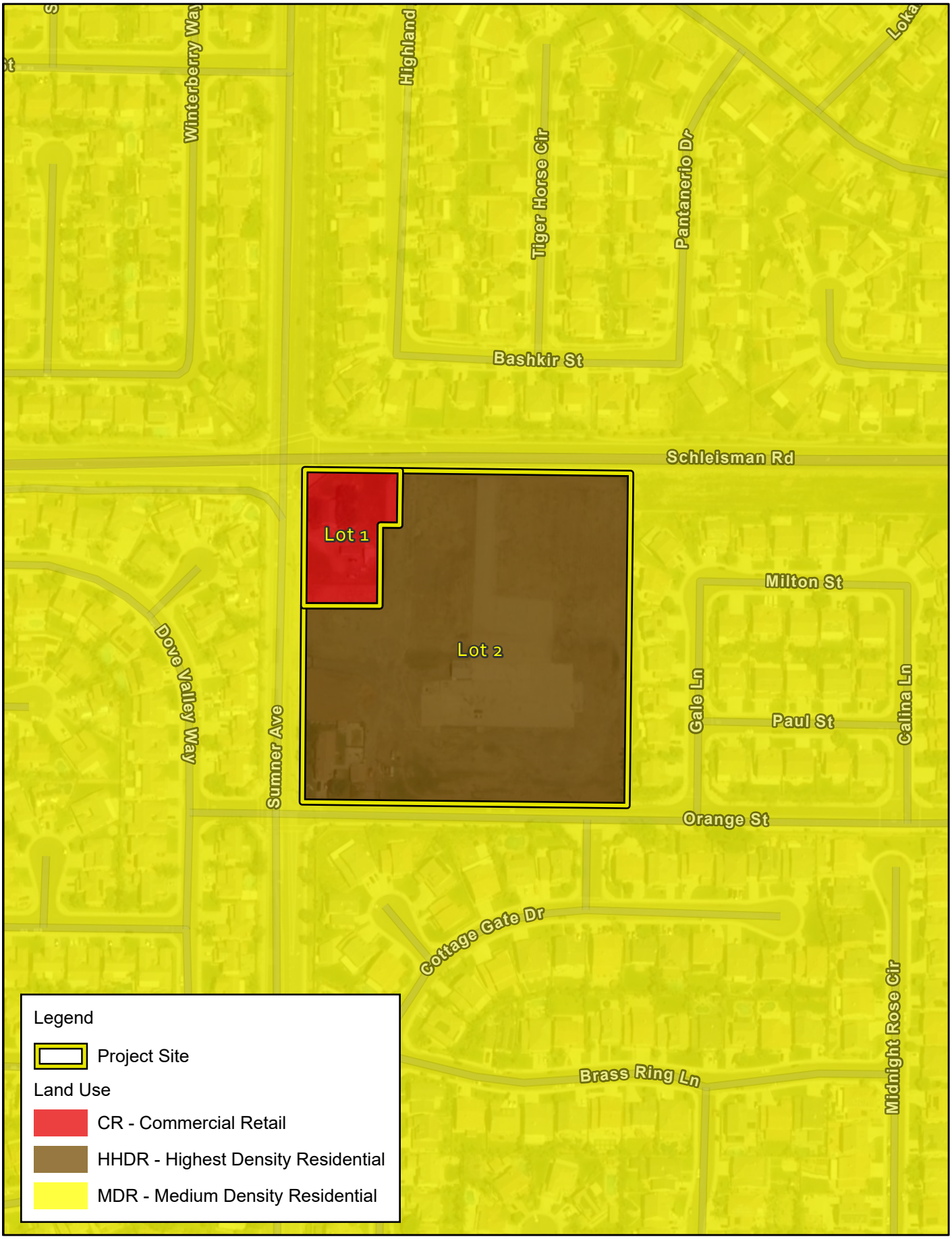

Michael Baker INTERNATIONAL

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Source: ESRI, City of Eastvale

SUMNER PLACE DEVELOPMENT

Proposed Land Use Map

Exhibit 6

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Michael Baker INTERNATIONAL

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Source: ESRI, City of Eastvale

SUMNER PLACE DEVELOPMENT

Proposed Zoning Map

Exhibit 7

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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 https://www.eastvaleca.gov/home/showdocument?id=2360.

The City's Zoning Code was adopted in 2013 and can be found on the City's municipal code hosting website at https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId= PTBLADECO. The Zoning Code is located under Part B of the Municipal Code.

B. Physical Setting

The project site consists of 9.3 acres located at the southeast corner of Schleisman Road and Sumner Avenue. Sumner Avenue is classified as a 2-lane Major Collector in the General Plan Circulation Element, with one lane of travel in each direction. Schleisman Road is classified as a 6-lane Urban Arterial in the General Plan Circulation Element, with three lanes of travel in each direction. The project site consists of one parcel, identified as APN 152-040-001.

The topography of the project site is relatively flat and slopes gently to the southwest. There are no water courses or bodies of water on the project site. Soils on-site have been mechanically disturbed and heavily compacted from historical land uses (i.e., agricultural/cattle ranch activities, grading activities, and on-site and surrounding development). The project site is subject to ongoing weed abatement activities and disturbance associated with surrounding development.

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III. Environmental Checklist Form

A. Project Information

1.	**Project Title:**	PLN20-20063
2.	**Lead Agency Name and Address**	CITY OF EASTVALE Planning Department 12363 Limonite Avenue, Suite 910 Eastvale, CA 91752
3.	**Contact Person and Phone Number**	Gustavo Gonzalez, Planning Manager (951) 361-0900
4.	**Project Location**	Southeast corner of Schleisman Road and Sumner Avenue; Assessor Parcel Number 152-040-001
5.	**Project Sponsor Name and Address**	Stratham Homes Patrick Potts 2201 Dupont Drive, Suite 300 Irvine, CA 92612
6.	**General Plan Designation Existing**	Commercial Retail (CR)
	General Plan Designation Proposed	Highest Density Residential (HHDR) and Commercial Retail (CR)
7.	**Zoning Existing**	Heavy Agriculture (A-2)
	Zoning Proposed	General Residential (R-3) and General Commercial (C-1/C-P)
8.	**Description of Project**	The project would change the General Plan designation from CR to HHDR; change the zone from A-2 to R-3 or C-1/C-P; and construct a 216-unit apartment development consisting of seven two- to three-story apartment buildings with tuck-under garages and surface parking, and a 5,000 sf commercial building on 9.3 acres.

9.	**Surrounding Land Use Designations and Zoning**		
	North	Land Use Designation	MDR, Medium Density Residential
		Zoning	R-1, One-Family Dwellings
	East	Land Use Designation	MDR, Medium Density Residential
		Zoning	R-1, One-Family Dwellings
	South	Land Use Designation	MDR, Medium Density Residential
		Zoning	R-1, One-Family Dwellings
	West	Land Use Designation	MDR, Medium Density Residential
		Zoning	SP, Specific Plan
10.	**Other Required Public Agency Approvals**		
	• Jurupa Community Services District (JCSD) – Water and wastewater connection permits		
	• Santa Ana Regional Water Quality Control Board – Water Quality Management Plan (WQMP) Approval		
	• State Water Resources Control Board – Stormwater Pollution Prevention Plan (SWPPP) Approval		
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.18, 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	☒ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☒ Hazards and Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology and Water Quality	☒ Transportation
☒ Biological Resources	☐ Land Use and Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology and Soils	☐ Population and Housing	☐ Mandatory Findings of Significance

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

Gina Gibson-Williams,
Community Development Director

Date

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?			X	
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
e)	Interfere with the nighttime use of the Palomar Observatory, as protected through the Palomar Observatory Lighting Ordinance?				X

DISCUSSION

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

Determination: Less Than Significant Impact.

According to the City's General Plan, the Santa Ana River corridor is an important resource of scenic beauty. The project site is located approximately one mile northwest of the Santa Ana River corridor. Views of the Santa Ana River are not afforded from the project site due to intervening topography, structures, and vegetation. Thus, the project would not have a substantial adverse effect on a scenic vista in this regard and impacts 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.

There are no officially designated State scenic highways in the City. The nearest scenic highway is State Route 91 (SR-91) (designated as eligible for listing), which is located 5.4 miles south of the project site.[1] Views of the project site are not afforded from SR-91 due to intervening

[1] California Department of Transportation. 2019. List of Eligible and Officially Designated State Scenic Highways.

topography, structures, and vegetation. Thus, the project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

1(c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Determination: Less Than Significant Impact.

The topography of the project site is relatively flat and slopes gently to the southwest. The project site consists of one parcel, which is partially developed with two occupied single-family residences along with two storage buildings located at the center of the project site. The project site also includes the remains of concrete foundations, a paved alley road, and a concrete driveway connecting the two storage buildings to Schleisman Road. The parcel has street frontage on both Sumner Avenue and Schleisman Road. The existing visual quality of the project site and surrounding area is low to moderate due to the urbanized setting of the project vicinity and lack of scenic resources (refer to Responses IV.1(a) and (b)).

The proposed project includes the demolition and removal of the existing single-family residences, storage buildings, concrete foundations, paved alley, and concrete driveway, followed by grading and construction development of a 216-unit multi-family residential apartment complex and a commercial-retail convenience food mart. The project would include installation of right-of-way improvements, including sidewalk, street lighting, and parkway landscaping. The architectural design of the project (as illustrated in ***Appendix 1, Architectural Plan Set***), would adhere to the requirements of General Plan Policy DE-37, which states that when more than one structure is on a commercial or other nonresidential site, they should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellises, or other open structures.

Consistent with General Plan Policy DE-34, project design would provide variation in color and materials to present aesthetically pleasing buildings and project features. The project design would also adhere to General Plan Policy DE-46, which states that security fencing shall be incorporated into the visual/architectural design of the project and be complementary to surrounding uses.

While project implementation would change the visual quality of the site and its surroundings, the proposed project would not degrade the visual quality of the project area because the project is consistent with the City's design guidelines and is consistent with the surrounding development. With adherence to the City's design policies and goals, impacts 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.

As the project is located in an urbanized area, existing sources of light and glare typically come from vehicles traveling on Sumner Avenue and Schleisman Road, streetlights, exterior lighting on surrounding buildings, and reflection from windows and roofs on the surrounding residential homes.

Short-Term Construction Impacts

Construction of the project would be restricted to the City's permitted construction hours in accordance with Eastvale Municipal Code Chapter 8.52, *Noise Regulation*, and Section 8.52.020, *Exemptions*. Construction would be prohibited between 6:00 PM and 6:00 AM during the months of June through September and 6:00 PM and 7:00 AM during the months of October through May. Although some lighting may be required in the early morning or late evening, the lighting would be minimal and consistent with the surrounding residential uses, as well as with the lights from traffic along Sumner Avenue and Schleisman Road. Therefore, no adverse light or glare impacts to adjacent properties would result from temporary construction activities.

Long-Term Operational Impacts

Project operations would create new light sources from interior and exterior illumination associated with building materials, windows, exterior lighting, and security lighting. Interior and exterior lighting would conform to California Green (CALGreen) Building Standards Code and Eastvale Municipal Code Chapter 120.05, *Development Standards*, and Section 120.05.050, *Outdoor lighting*. All outdoor lighting would be automatic and programmable to turn on at certain times as necessary as well as adjustable to dim the light intensity between 40 percent and 80 percent to meet the efficiency requirements of California's Building Energy Efficiency Standards (Title 24, Parts 6 and 11).

Although the project would increase light and glare in the surrounding area, light and glare produced on-site would be similar to that of the surrounding residential properties. Adherence to state and local standards and regulations would reduce impacts to a less than significant level. Impacts would be less than significant.

1(e) Interfere with the nighttime use of the Palomar Observatory, as protected through the Palomar Observatory Lighting Ordinance?

Determination: No Impact.

The Palomar Observatory, located atop Palomar Mountain in north San Diego County, is a center for astronomical research and is home to three active research telescopes. Light pollution obstructs visibility and reduces the effectiveness of the telescopes. As such, Riverside County implemented Lighting Ordinance No. 655, which regulates lighting from development within 45 miles of the Palomar Observatory to reduce light and glare. The project site is located approximately 58 miles northwest of the Palomar Observatory. Therefore, implementation of the proposed project would result in no impacts to the Palomar Observatory.

STANDARD CONDITIONS & REQUIREMENTS

None required.

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?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
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))?				X
d)	Result in the loss of forestland or conversion of forestland to non-forest use?				X
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?			X	

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.

According to the California Department of Conservation's Important Farmland Finder Map, the proposed project and surrounding areas are designated as Urban and Built-Up Land.[2] Therefore, although the project site currently supports limited agricultural uses, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), to non-agricultural use. No impact would occur in this regard.

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

Determination: Less Than Significant Impact.

The project site is zoned Heavy Agriculture (A-2) and is proposed to be rezoned to General Residential (R-3) and General Commercial (C-1/C-P); refer to ***Exhibit 4, Zoning Map***. The project site is partially developed with two occupied single-family residences and associated outbuildings. No agricultural operations currently occur at the project site. Further, the project site is not covered under an existing Williamson Act contract. Thus, impacts related to conflicting with existing zoning for agricultural use or a Williamson Act contract would be less than significant.

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 timber and zoned Timberland Production (as defined by Government Code Section 51104(g))?

Determination: No Impact.

The project site is zoned Heavy Agriculture (A-2) and is not occupied or used for forestland or timberland. Further, project implementation would not conflict with existing zoning or result in the rezoning of forestland, timberland, or timberland zoned Timberland Production. No impact would occur.

2(d) Result in the loss of forestland or conversion of forestland to non-forest use?

Determination: No Impact.

Refer to Response IV.2(c). No impact would occur in this regard.

[2] California Department of Conservation. n.d. Important Farmland Finder website. Accessed March 31, 2021. https://www.conservation.ca.gov/dlrp/fmmp.

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: Less Than Significant Impact.

Refer to Responses IV.2(a) through IV.2(d). Less than significant impacts would occur in this regard.

STANDARD CONDITIONS & REQUIREMENTS

None required.

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?			X	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c)	Expose sensitive receptors to substantial pollutant concentrations?			X	
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

The analysis and findings throughout this section are based on the *Sumner Place Air Quality and Greenhouse Gas Evaluation* prepared by Urban Crossroads and dated April 12, 2021, provided as **Appendix 6** of this IS/MND.

DISCUSSION

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

Determination: Less Than Significant Impact.

Eastvale is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction in the SCAB, which has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of the air pollutants for which the SCAB is in nonattainment.

In order 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 federal air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA).

The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2016-2040 Regional Transportation*

Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the SCAB into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2. Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Criteria 1: Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis in the *Air Quality and Greenhouse Gas Evaluation*, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The *Air Quality and Greenhouse Gas Evaluation* also found that long-term operational impacts would not result in significant impacts based on the SCAQMD local and regional thresholds of significance; refer to Responses IV.3(b) and IV.3(c).

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criteria 2: Exceed Assumptions in the AQMP?

Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends, and the 2016 AQMP addresses cumulative impacts in the Basin based on growth projections in the SCAG RTP/SCS. SCAG utilizes growth projections from local jurisdictions' adopted general plans; therefore, development consistent with the applicable general plan would be generally consistent with the growth projections in the 2016 AQMP. For this project, the City of Eastvale General Plan Land Use Map defines the assumptions that are represented in the AQMP.

The project site is currently designated as Commercial Retail (CR) on the General Plan Land Use Map. The proposed project includes a General Plan Amendment from Commercial Retail (CR) to Highest Density Residential (HHDR) and a Change of Zone from Heavy Agricultural (A-2) to General Residential (R-3) and General Commercial (C-1/C-P). Therefore, the proposed project is not currently consistent with the existing land use and zoning. However, upon approval of the General Plan Amendment and Change of Zone, the project would be consistent with the General

Plan land use and zoning designations. Although the project may initially result in an inconsistency with the AQMP, the inconsistency would not necessarily constitute a conflict with the AQMP. Because the land use would be changed from commercial to residential, the project would not be expected to result in air quality impacts beyond that assumed in the AQMP assumptions.

The SCAQMD acknowledges that strict consistency with all aspects of the AQMP is not required to make a finding of no conflict. Rather, a project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24 (specifically CalGreen) and City standards. Generally, compliance with SCAQMD emissions reductions and control requirements also acts to reduce project air pollutant emissions. In combination, project emissions-reducing design features and regulatory/ operational programs are consistent with and support overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the analysis above, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact would occur.

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

Determination: Less Than Significant Impact.

Short-Term Construction Impacts

Short-term project-related construction activities would have the potential to generate air pollutant emissions. The construction-related criteria pollutant emissions for each phase are shown below in ***Table 3.1, Construction-Related Regional SCAQMD Emissions***. As shown in ***Table 3.1***, none of the project's short-term construction emissions would exceed SCAQMD thresholds. Therefore, construction-related air quality impacts would be less than significant.

Table 3.1: Construction-Related SCAQMD Pollutant Emissions

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Year 1	7.79	96.94	55.92	0.15	13.97	6.75
Year 2	7.31	89.07	53.33	0.15	12.59	5.48
Year 3	72.95	22.23	26.42	0.07	3.91	1.64
Winter						
Year 1	7.80	97.04	55.95	0.14	13.97	6.75
Year 2	7.32	89.15	53.36	0.14	12.59	5.48
Year 3	72.95	22.21	25.00	0.06	3.91	1.64
Maximum Daily Emissions	**72.95**	**97.04**	**55.95**	**0.15**	**13.97**	**6.75**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads, *Sumner Place Air Quality and Greenhouse Evaluation*, April 12, 2021, Table 3, Proposed Project Construction Emissions.

Notes:

1. lbs/day = Pounds Per Day

Long-Term Operational Impacts

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. Emissions from each source are discussed in more detail below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Trip Generation Assessment into the CalEEMod model.

The Trip Generation Assessment found that the proposed project would generate approximately 1,692 total trips per day between the residential component of the project and the commercial-retail component.

Area Sources

Area sources include emissions from consumer products, landscape equipment, and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate

emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations were calculated and are shown below in ***Table 3.2: Regional Operational Pollutant Emissions***. A less than significant regional air quality impact would occur from operation of the proposed project.

Table 3.2: Regional Operational Pollutant Emissions

Operational Activity	Pollutant Emissions (lbs/day)					
	VOC	NO_x	CO	SO_2	PM10	PM2.5
Summer						
Allowable Commercial Retail	12.77	64.55	88.32	0.36	24.63	6.76
Currently Proposed Project	8.84	24.24	50.44	0.16	11.21	3.18
Variance (Proposed Project – Allowable Commercial Retail)	***-3.93***	***-40.31***	***-33.12***	***-0.20***	***-13.42***	***-3.58***
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Allowable Commercial Retail	11.26	64.04	78.95	0.33	24.63	6.76
Currently Proposed Project	8.33	24.21	34.49	0.15	11.21	3.18
Variance (Proposed Project – Allowable Commercial Retail)	***-2.93***	***-39.83***	***-28.51***	***-0.18***	***-13.42***	***-3.58***
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
Source: Urban Crossroads, *Sumner Place Air Quality and Greenhouse Gas Evaluation*, April 12, 2021, Table 6 (CalEEMod Version 2016.3.2)

3(c) Expose sensitive receptors to substantial pollutant concentrations?

Determination: Less Than Significant Impact.

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

Short-Term Construction Impacts

Local Air Quality Impacts from Construction

The SCAQMD has published the "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds." CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold (LST) lookup tables, the CEQA document should contain the following parameters:

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions;

(2) The maximum number of acres disturbed on the peak day;

(3) Any emission control devices added onto off-road equipment; and

(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions. The CalEEMod outputs in **Appendix 6** show the equipment used for this analysis.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the project's potential to cause an individual and cumulatively significant impact. For NO_x and CO emissions, measurements are based on 1- and 8-hour measurements. As such, the nearest sensitive receptor for these emissions, where an individual could remain for one to eight hours, is at 7035 Gale Lane, a residential property located 20 feet (7 meters) east of the project site boundary. Both PM_{10} and $PM_{2.5}$ concentration level standards are based on a 24-hour exposure limit. For these emissions, the nearest sensitive receptor, where an individual could remain for 24 hours, is also at 7035 Gale Lane. As the property at 7035 Gale Lane is located less than 25 meters from the project site, the 25-meter receptor distance was used for evaluation of localized emission impacts. ***Table 3.3: Local Construction Emissions at the Nearest Receptors*** shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds. As shown in ***Table 3.3***, none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Table 3.3: Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (lbs/day)			
	NO_x	CO	PM10	PM2.5
On-Site Demolition Emissions				
Maximum Daily Emissions	**19.0**	**22.6**	**2.5**	**1.2**
SCAQMD Localized Threshold	441	2,766	23	15
Threshold Exceeded?	**No**	**No**	**No**	**No**
On-Site Preparation Emissions				
Maximum Daily Emissions	**59.3**	**27.6**	**13.8**	**6.7**
SCAQMD Localized Threshold	441	2,766	23	15
Threshold Exceeded?	**No**	**No**	**No**	**No**
On-Site Grading Emissions				
Maximum Daily Emissions	**56.5**	**31.2**	**8.8**	**3.8**
SCAQMD Localized Threshold	441	2,766	23	15
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes:
Source: Urban Crossroads, *Sumner Place Air Quality and Greenhouse Gas Evaluation*, April 12, 2021, Table 7.

Toxic Air Contaminants

Toxic air contaminants (TACs) are another group of pollutants of concern. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling*

Emissions for CEQA Air Quality Analysis (August 2003),[3] health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 29 months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction.

The project would comply with the CARB Air Toxics Control Measure that limits diesel-powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. Furthermore, construction-based particulate matter emissions (including diesel exhaust emissions) would not exceed any local or regional thresholds. Therefore, no significant short-term TAC impacts would occur during construction of the proposed project and impacts from TACs during construction would be less than significant.

Long-Term Operational Impacts

Project-related air pollutant emissions may have the potential to exceed the state and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAB. The proposed project has been analyzed for the potential local carbon monoxide (CO) emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis addresses the vehicular CO emissions and local impacts from on-site operations per SCAQMD LST methodology.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future CO levels without and with the project to the state and federal CO standards.

To determine if the proposed project could cause emission levels in excess of CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a level of service E or worse.

The analysis prepared for CO attainment in the SCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the SCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's *2003 Air Quality Management Plan* (2003 AQMP) and the 1992 *Federal*

[3] Office of Environmental Health Hazard Assessment. 2015. *Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment*.
https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf; South Coast Air Quality Management District. 2003. *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobilesource-toxics-analysis.doc?sfvrsn=2.

Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak CO concentrations in the SCAB are due to unusual meteorological and topographical conditions and 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 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods: South 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). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily 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 level of service E during the morning peak hour and level of service F during the afternoon peak hour.

The Trip Generation Assessment showed that the project would generate a maximum of approximately 1,692 net new vehicle trips per day. The 1992 CO Plan showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the highest traffic volumes fall far short of 100,000 vehicles, no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the ongoing use of the proposed project.

Local Air Quality Impacts from On-Site Operations

Project-related air pollutant emissions from on-site sources such as architectural coatings, landscaping equipment, and usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the state and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SCAB. The nearest sensitive receptor that may be impacted by the proposed project is the existing single-family residence located 20 feet (7 meters) to the east of the proposed project site at 7035 Gale Lane.

Table 3.4: Localized Significance Summary of Operations shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include on-site vehicles, which equate to approximately 10 percent of the project-related new mobile sources. The data provided in ***Table 3.4*** shows that the ongoing operations of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance. Further, project-related operational emissions would be less than emissions currently generated by the existing approved land uses. Therefore, the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Table 3.4: Localized Significance Summary of Operations

Operational Activity	On-Site Pollutant Emissions (lbs/day)			
	NO_x	CO	PM10	PM2.5
Maximum Daily Emissions	**3.13**	**21.74**	**1.25**	**0.45**
SCAQMD Localized Threshold	441	2,766	7	4
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Urban Crossroads, *Sumner Place Air Quality and Greenhouse Gas Evaluation*, April 12, 2021, Table 8

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

Determination: Less Than Significant Impact.

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.[4] The project does not include any such uses identified by SCAQMD as being associated with odors. Potential sources that may emit odors during the ongoing operations of the proposed project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 regarding public nuisances, no significant impact related to odors would occur during the ongoing operations of the proposed project.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also comply with the SCAQMD Rule 1113, which would minimize odor impacts from reactive organic gas (ROG) emissions during architectural coating. Any impacts to existing adjacent land uses would be short term and would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. None.

MITIGATION MEASURES

No mitigation is required.

[4] South Coast Air Quality Management District. 1993. *CEQA Air Quality Handbook*.

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?		X		
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?				X
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?		X		
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?		X		

The analysis and findings throughout this section are based on the *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located within Assessor Parcel Number (APN) 152-040-001 in the City of Eastvale, Riverside County, California,* prepared by ELMT Consulting, dated April 19, 2020, and provided as **Appendix 7** of this IS/MND.

ENVIRONMENTAL SETTING

The project site consists of predominantly vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances and was historically used for agricultural/cattle ranch land uses and residential development. The site is subject to on-going weed abatement activities and disturbance associated with surrounding development. These disturbances have eliminated the natural plant communities that once occurred on and around the project site.

The disturbed portions of the project site are primarily vegetated by non-native and ruderal/early successional plant species. Common plant species observed in the disturbed areas include cheese weed (*Malva parviflora*), dwarf nettle (*Utica urens*), mouse barley (*Hordeum murinum*), nettle leaf goosefoot (*Chenopodium murale*), London rocket (*Sisybrium irio*), red-stemmed filaree (*Erodium cicutarum*), white-stemmed filaree (*Erodium moschatum*), Russian thistle (*Salsola tragus*), horseweed (*Erigeron bonariensis*), fiddleneck (*Amsinckia menziesii*), and stinknet (*Oncosiphon piluliferum*). Developed areas within the project site support non-native ornamental plants as well as non-native weedy/successional species associated with the existing residential developments and paved areas on the project site.

No narrow endemic plant species were found on the project site, and such plant species are not expected to have the potential to occur on the project site. In addition, no riparian habitat or vernal pools occur on the project site, nor are there any potential jurisdictional waters or wetlands.

The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) administered by the Western Riverside County Regional Conservation Authority (RCA). The City of Eastvale is a signatory to the MSHCP.

DISCUSSION

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.

Sensitive Plant Species

The MSHCP calls for focused studies of habitat evaluations for narrow endemic plant species. According to the Habitat Assessment conducted for the proposed project, no species of narrow endemic plant were encountered on the project site. It was determined that the project site does not provide suitable habitat for special-status species known to occur in the area and such species are presumed absent.

Sensitive Wildlife Species

According to the MSHCP, the project site has a moderate potential to support Cooper's hawk (*Accipiter cooperii*) and California horned lark (*Eremophila alpestris actia*), and a low potential to

support burrowing owl and northern harrier (*Circus hudsonius*). The project site does not provide suitable habitat for any of the other special-status wildlife species known to occur in the area since the project site has been heavily disturbed from on-site disturbances and surrounding development.

The burrowing owl is designated as a species of special concern by the California Department of Fish and Wildlife (CDFW). The species is typically found in grassland, shrub steppe, and desert habitat types; however, it can also be found in agricultural areas, ruderal fields, and pastures, as well as in urban environments such as vacant lots, flood control facilities, and open spaces. Burrowing owls require underground burrows or other cavities for nesting, roosting, and shelter. Burrows used by the owls are usually dug by other species such as California ground squirrel (*Spermophilus beecheyi*) and round-tailed ground squirrel (*Citellus tereticaudus*). As such, the presence of colonial mammal burrows is often an indication that burrowing owl may be present. Burrowing owls have also been found occupying man-made cavities, such as buried and non-functioning drainpipes, standpipes, and dry culverts. Although burrowing owl is unlikely to occur on-site, the proposed project would implement **Mitigation Measure BIO-1** to ensure potential impacts to burrowing owls are reduced to a less than significant level by requiring a preconstruction survey prior to ground-disturbing activities.

Birds

The Migratory Bird Treaty Act (MBTA) implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The state of California has incorporated the protection of birds of prey in California Fish and Game Code (CFGC) Sections 3800, 3513, and 3503.5. All raptors and their nests are protected from take or disturbance under the MBTA (16 United States Code [USC] Section 703 et seq.) and California statute (CFGC Section 3503.5).

Direct impacts to native vegetation communities and removal of trees during project construction could result in direct impacts to bird nests, which would be considered significant absent mitigation. Impacts could result from project activities if nesting birds are present on the project site at the time of construction and if activities cause nest abandonment or mortality of young. Implementation of **Mitigation Measure BIO-2**, which requires a preconstruction nesting bird clearance survey to determine the presence/absence, location, and status of any active nests on or adjacent to the project site, would reduce potential impacts to nesting and migratory birds to less than significant by limiting the removal of trees, shrubs, or any other potential nesting habitat to outside the avian nesting season, which generally extends from February 1 through August 31. If the nesting bird clearance survey indicates the presence of nesting birds, **Mitigation Measure BIO-2** requires buffers to ensure that any nesting birds are protected pursuant to the MBTA. Impacts for both sensitive wildlife species and migratory birds would be less than significant with mitigation incorporated.

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 Habitat Assessment conducted for the proposed project, no jurisdictional waters, riparian, riverine, or vernal pool areas exist on the project site. No impact would occur in this regard.

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

Determination: No Impact.

Based on the Habitat Assessment conducted for the proposed project, no state or federally protected wetlands are located within the project site. No impact would occur in this regard.

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 with Mitigation Incorporated.

As mentioned previously, the project site has been subject to a variety of disturbances and has been historically used for agricultural/cattle ranch land uses and residential development. These disturbances have removed the natural vegetation communities, limiting the quality and availability of habitat for wildlife. The urbanized land uses surrounding the project site further limit the potential for migratory wildlife to occur in the project vicinity. The project area does not support any bodies of water or wetlands that attract large migration stopovers or attractants for avian species. Furthermore, the project is proposed on lands that are low quality, disturbed habitats surrounded by disturbed residential uses.

The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. To reduce potential impacts to nesting birds, **Mitigation Measure BIO-2** requires a preconstruction nesting bird clearance survey to determine the presence/absence, location, and status of any active nests on or adjacent to the project site. If the nesting bird clearance survey indicates the presence of nesting birds, **Mitigation Measure BIO-2** requires buffers to ensure that any nesting birds are protected pursuant to the MBTA. With implementation of **Mitigation Measure BIO-2**, the project's potential construction-related impacts to migratory birds would be reduced to a less than significant level.

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

Determination: No Impact.

There are no local policies or ordinances with respect to biological resources that apply to the project site. Therefore, the project is not in conflict with local policies or ordinances. No impact would 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.

According to the MSHCP Consistency Analysis, the RCA MSHCP Information Map shows the project site is not located within a cell group, criteria cell, in the Stephen's Kangaroo Rat Plan Fee area or an area that requires surveys for amphibians, criteria area species, or mammals. The project site does not provide suitable habitat for any of the three Narrow Endemic Plant Species (San Diego Ambrosia, Brand's Phacelia, and San Miguel Savory) listed in in the MSHCP for the area.

The project site primarily consists of disturbed land with existing on-site residences. Additionally, no burrowing owl individuals, surrogate burrows, or burrowing owls sign were found during the field investigation. Nonetheless, to ensure that burrowing owls are not adversely affected by project implementation, the proposed project would implement **Mitigation Measure BIO-1,** which requires a preconstruction survey to be conducted to ensure that burrowing owl is not present on-site. Impacts would be less than significant with mitigation incorporated.

STANDARD CONDITIONS & REQUIREMENTS

1. City of Eastvale Municipal Code Section 4.62.100, *Payment of fees*, states that the Western Riverside County MSHCP 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. Furthermore, 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 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. 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 during the breeding season (March 1 to August 31), 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 Western Riverside County Regional Conservation Authority, and the California Department of Fish and Wildlife.

BIO-2 Pursuant to the Migratory Bird Treaty Act 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 3, 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 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 shall 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** and **BIO-2** and adherence to the standard conditions and requirements, which includes payment of MSHCP mitigation fees, the project would comply with the requirement of the MSHCP and the MBTA. Compliance would reduce impacts to less than significant levels.

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?		X		
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

The analysis and findings throughout this section are based on the *Results of an Archaeological Survey of the 9.2-Acre Sumner Eastvale Project in the City of Eastvale, Riverside County, California* (Archaeological Survey) prepared by LSA Associates, dated March 24, 2021, and provided as **Appendix 8** of this IS/MND.

DISCUSSION

5(a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Determination: Less Than Significant Impact with Mitigation Incorporated.

The Archaeological Survey conducted for the proposed project included a pedestrian field survey and a records search to identify previously recorded prehistoric and historic cultural resources and cultural resource surveys, respectively, within a 0.25-mile radius of the project area. The records search was conducted by the Eastern Information Center of the California Historical Resources Information System at the Department of Anthropology, University of California, Riverside.

Historical Resources Search Results

Two historic resources have been recorded within a 0.25-mile radius south of the project area (P-33-13243 and P-33-13244). Both resources consist of wood-framed, ranch-style, single-family residences that were constructed in 1946. Three additional surveys were conducted within the 0.25-mile radius: one conducted west of Sumner Avenue, another north of Schleisman Road, and another along Sumner Avenue and Schleisman Road.

The records search results also indicated that the directories checked (including the National Register of Historic Places, the Office of Historic Preservation [OHP] Archaeological Determinations of Eligibility, and the OHP Historic Property Directory) showed that there were no listed properties within the project area.

Historical Mapping and Photographs

Historical maps showed no development within the project area until 1947, at which time a building was depicted in the northwest corner of the property. Online historical aerial photographs show one residence located in the northwest corner of the project area in 1938. At that time, the entire property was a planted agricultural field. A 1948 aerial photograph shows this building still existed and that two other outbuildings had been constructed. A 1967 aerial photograph shows a second residence in the southwest corner of the project area, although the property was still a planted field. A 2005 aerial photograph shows the two residences, although several other large structures were present in the center of the property. The project area appears to be an agricultural business with machinery and areas used for material storage. This use has resulted in major disturbances to the ground surface, with large areas having been cleared and other areas containing storage structures. The vicinity of the two residences is green with landscaped lawns, trees, and other ornamental vegetation. The overall result of the aerial photograph review indicates large surficial disturbances to the property over the years.

Pedestrian Survey Results

No archaeological resources were identified during the pedestrian survey of the project area. The parcel is level and highly disturbed from prior uses, including agricultural and commercial uses.

Sacred Lands File Results

A Sacred Lands File search was sent to the Native American Heritage Commission (NAHC). The search results did not indicate the presence of any Native American cultural resources within the project site.

Based on the records search results, it is considered a low risk (though still possible) that cultural resources are buried within the project site, as no indications were observed during the pedestrian survey that would suggest historic or prehistoric features or artifacts are present. However, if previously undocumented cultural resources are identified during ground-disturbing activities, **Mitigation Measure CUL-1** would be implemented to reduce potential impacts to historical and archaeological resources to less than significant levels.

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.

Refer to Response IV.5(a). No archaeological resources were identified during the pedestrian survey or records search. Therefore, less than significant impacts to archaeological resources would occur with implementation of **Mitigation Measure CUL-1**.

5(c) Disturb any human remains, including those interred outside of formal cemeteries?

Determination: Less Than Significant Impact.

Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during grading and excavation activities associated with project construction. In the event that

human remains are discovered during grading or other ground-disturbing activities associated with the proposed project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds as detailed under the Standard Conditions & Requirements below. Less than significant impacts would occur.

STANDARD CONDITIONS & 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.

   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 of Native American origin, the NAHC must be contacted by the coroner within 24 hours of the coroner's determination. The NAHC 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 507.98.

MITIGATION MEASURES

CUL-1 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under the California Environmental Quality Act, additional work such as data recovery excavation may be warranted and shall be reported to the City.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of **Mitigation Measure CUL-1** would ensure that any historical and/or archaeological resources inadvertently discovered during project grading or construction activities would be protected consistent with the recommendations of a qualified archaeologist, thereby reducing impacts to less than significant levels.

6. ENERGY. Would the proposed project:					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

The analysis and findings throughout this section are based on the *Sumner Place Energy Analysis* prepared by Urban Crossroads and dated March 12, 2021, provided as **Appendix 9** of this IS/MND.

BACKGROUND

DISCUSSION

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

Determination: Less Than Significant Impact.

Multiple energy-related regulations apply to the project including the following:

- Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires the California Public Utilities Commission, California Energy Commission, CARB, and all other state agencies to incorporate that policy into all relevant planning.
- California Assembly Bill (AB) 1493, enacted on July 22, 2002, requires CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks.
- The 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) requires the design of building shells and building components to conserve energy.
- The California Green Building Standards (CALGreen; California Code of Regulations, Title 24, Part 11) were developed in an effort to meet the goals of California's landmark initiative AB 32, which established a comprehensive program of cost-effective reductions of GHGs to 1990 levels by 2020.

Short-Term Construction Impacts

The duration of construction is anticipated to be approximately 29 months. Staging of construction vehicles and equipment would occur on-site.

Construction Equipment Electricity Usage Estimates

The energy implications of the construction process involve the power cost from on-site electricity consumption during construction of the proposed project. Based on the 2017 National Construction Estimator, Richard Pray,[5] the typical power cost per 1,000 sf of building construction per month is estimated to be $2.38. As demonstrated in ***Table 6.1: Construction Power Cost***, the total power cost of the on-site electricity usage during construction is estimated to be approximately $25,652.35.

Table 6.1: Construction Power Cost

Land Use	Power Cost (per 1,000 sf of building per month of construction)	Total Building Size (1,000 sf)	Construction Duration (months)	Total Project Construction Power Cost
General Office	$2.38	1.500	26	$92.82
Parking Lot	$2.38	186.800	26	$11,559.18
Health Club	$2.38	3.500	26	$216.58
Recreational Swimming Pool	$2.38	1.750	26	$108.29
Apartments Mid-Rise	$2.38	216.000	26	$13,366.08
Regional Shopping Center	$2.38	5.000	26	$309.40
TOTAL PROJECT CONSTRUCTION COST				$25,652.35

Source: Urban Crossroads, *Sumner Place Energy Analysis*, March 12, 2021.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Using the CalEEMod data input for the air quality and GHG analyses, the project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. Project construction activities would consume an estimated 85,474 gallons of diesel fuel.

Construction Worker Fuel Estimates

Based on CalEEMod methodology, emissions from construction worker trips are generated by light duty autos (LDA), light duty-trucks 1 (LDT1), and light-duty-trucks 2 (LDT2). Based on the

[5] Pray, Richard. 2017. 2017 National Construction Estimator. Carlsbad: Craftsman Book Company.

EPA's 2017 EMissions FACtor model (EMFAC2017), 70 percent of worker vehicles would be LDA, 7.3 percent would be LDT1, and 23.7 percent would be LDT2. ***Table 6.2: Construction Worker Fuel Consumption Estimates*** shows the estimated fuel consumption as 2,218 gallons for construction worker trips.

Table 6.2: Construction Worker Fuel Consumption Estimates

Vehicle Type	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
LDA	43,470	30.25	1,436
LDT1	6,005	25.39	236
LDT2	12,604	23.43	546
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION			2,218

Source: Urban Crossroads, *Sumner Place Energy Analysis*, March 12, 2021.

Construction Vendor/Hauling Fuel Estimates

With respect to estimated vehicle miles traveled (VMT), the vendor and hauling trips would generate an estimated 58,800 VMT; data regarding project-related construction worker trips were based on CalEEMod 2016.3.2 model defaults and EMFAC2017. For the architectural coatings, it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles. Vendors delivering construction material or hauling debris from the site during grading would use medium- to heavy-duty vehicles with an average fuel consumption of 9.60 miles per gallon (mpg) for medium heavy-duty trucks and 6.06 mpg for heavy heavy-duty trucks. Based on these assumptions, an estimated 15,878 gallons of fuel would be consumed for vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in project construction would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel. The project would use construction contractors which practice compliance with applicable CARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Furthermore, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(2) Idling, idling times of construction vehicles are limited to no more than five minutes,

thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Based on the above, a less than significant impact would occur relative to short-term construction energy usage.

Long-Term Operational Impacts

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facility energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Energy that would be consumed by project-generated traffic is a function of total VMT and estimated fuel economies of vehicles accessing the project site. As seen in Table 13 of **Appendix 9**, the project would result in 4,928,352 annual VMT and an estimated annual fuel consumption of 220,429 gallons of fuel. These are conservative calculations, as they do not include any transportation demand management measures, which are designed to reduce VMT. Trip generation and VMT generated by the proposed project are consistent with other similar commercial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition, 2017). As such, the project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, the state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. The increase in fuel consumption from the proposed project is negligible in comparison to the state's demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity and natural gas. The estimated electricity demand for the proposed project is approximately 949,316 kilowatt-hours (kWh) per year. In 2019, the nonresidential sector of the County of Riverside consumed approximately 8,183 million kWh of electricity. In addition, the estimated natural gas consumption for the proposed project is approximately 2,301,634 kilo British thermal units (kBTU) per year. In 2019, the nonresidential sector of the County of Riverside consumed approximately 148.2 million kBTU of gas. Therefore, the increase in both electricity and natural gas demand from the proposed project is negligible compared to the County's 2019 nonresidential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of building construction, such as in plug-in appliances. In California, Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use, can be further

subdivided by specific end use (refrigeration, cooking, appliances, etc.). The proposed project would be required to comply with Title 24 standards.

Furthermore, the proposed project energy demands in total would be comparable to other commercial projects of similar scale and configuration. Therefore, the project facilities' energy demand and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Based on the above, a less than significant impact would occur relative to long-term operational energy usage.

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

Determination: Less Than Significant Impact.

The project site is located in an area that is substantially developed with an established transportation network. The project would not interfere with nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act, both because access to and from the project site would occur from existing roads and because SCAG is not planning for intermodal facilities in the project area.

Regarding the state's Energy Efficiency Action Plan [6]and Title 24 energy efficiency standards, the project applicant is required to comply with CALGreen requirements for energy-efficient buildings and appliances, as well as utility energy efficiency programs implemented by SCE and SoCalGas.

Regarding AB 1493 regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the state's Renewables Portfolio Standards, the project would be required to meet or exceed the energy standards established in the CALGreen Code. CALGreen standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the state of California. Notwithstanding, the project proposes residential and commercial-retail uses and would not have any long-term effects on an energy provider's future energy development or future energy conservation strategies. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

[6] California Energy Commission, *2019 Energy Efficiency Action Plan*, https://www.energy.ca.gov/programs-and-topics/programs/energy-efficiency-existing-buildings

MITIGATION MEASURES

None required.

7. 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?			X	
	ii)	Strong seismic ground shaking?			X	
	iii)	Seismic-related ground failure, including liquefaction?			X	
	iv)	Landslides?			X	
b)	Result in substantial soil erosion or the loss of topsoil?				X	
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?				X	
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?				X	
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?					X
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	

The analysis and findings throughout this section are based on the *Report of Geotechnical Investigation Proposed Residential Development Located at the Southwest Corner of Sumner Avenue and Schleisman Road City of Eastvale, California* (Geotechnical Investigation), prepared by Leighton and Associates, Inc., dated May 28, 2013, and provided as **Appendix 10-A** of this IS/MND, and *Results of Infiltration Testing Stratham Sumner Residential Development Located Southeast of Sumner Avenue and Schleisman Road, City of Eastvale, California* (Geotechnical Infiltration Testing Letter), prepared by Leighton and Associates, Inc., dated April 7, 2020, and provided as **Appendix 10-B** of this IS/MND.

DISCUSSION

7(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.

According to the Geotechnical Investigation, there are no known active faults traversing the site. The project site is also not located in an Earthquake Fault Zone, as mapped by the California Geological Survey.[7] The closest mapped active fault that could affect the project site is the Chino-Elsinore fault, which is located approximately five miles to the west. Therefore, the potential for fault rupture at the site is considered low. Although no active faults traverse the project site, as a condition of issuance of building and grading permits, the project would be required to comply with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, as well as with the 2019 California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. The project would also be required to comply with current seismic design parameters and all other recommendations as contained in the Geotechnical Investigation and Geotechnical Infiltration Testing Letter to ensure the structural integrity of the project in the event of an earthquake. Impacts would be less than significant.

ii) Strong seismic ground shaking?

Determination: Less Than Significant Impact.

The project site is located in seismically active Southern California with numerous fault systems in the region. As such, it should be anticipated that the project site will experience moderate to strong ground shaking in the near future. However, as a condition of issuance of grading and building permits, the project would be required to comply with current CBC seismic design parameters, which require proposed commercial and residential building structures to be designed and constructed to withstand expected seismic activity and associated potential hazards, thereby minimizing risk to the public and property; the project would also comply with

[7] California Geological Survey. n.d. *Earthquake Zones of Required Investigation* interactive web map. Accessed April 7, 2021. https://maps.conservation.ca.gov/cgs/EQZApp.

all other recommendations contained in the Geotechnical Investigation and Geotechnical Infiltration Testing Letter. The project would be designed and developed consistent with the CBC and standard engineering practices and reviewed in conjunction with the City Engineer. Therefore, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Determination: Less Than Significant Impact.

Liquefaction

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine-to-medium grained, cohesionless soils. As the shaking action of an earthquake progresses, the soil grains are rearranged and the soil densifies within a short period of time. Rapid densification of the soil results in a buildup of pore-water pressure. When the pore-water pressure approaches the total overburden pressure, the soil reduces greatly in strength and temporarily behaves similarly to a fluid. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below structural foundations.

The Riverside County Map My County interactive mapping website has mapped the majority of the central to northwestern portion of the site as having a very high liquefaction potential and with the corner southeast portion as having a high liquefaction potential.[8] The state of California has not prepared liquefaction hazard maps for this area.

Due to the presence of shallow groundwater in the past, the liquefaction potential of the project site's soil was evaluated in boring samples taken. Results of the analysis using a historic-high groundwater level of 8 feet indicated that potentially liquefiable soils were encountered within borings ranging from depths of approximately 15 to 35 feet and are approximately 3 feet thick or less. However, due to the thick layer of overlying non-liquefiable soils and the relatively thin nature of the potentially liquefiable soils, the potential for surface damage due to liquefaction (such as sand boils, bearing failures, and later spreading) is low.

The analysis was conducted assuming relatively shallow ground water conditions (8 feet below the ground surface). The Chino Basin Watermaster currently controls the elevation of groundwater in the basin through a series of desalter wells. With such monitoring and control, shallow groundwater levels such as those used in the analysis are very unlikely to return. Under current groundwater conditions, liquefaction would not be expected on-site.

Infiltration

According to the Geotechnical Infiltration Testing Letter, soils from borings primarily consisted of silty sand and silt in the upper 15 to 20 feet, silt from 20 to 40 feet, and sands below 40 feet depth. Based on field sampling blow counts, the soil was typically described as medium dense to dense. As described in the Geotechnical Infiltration Testing Letter, groundwater is anticipated to

[8] Riverside County Map My County. n.d. Interactive mapping website. Accessed April 7, 2021. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public.

typically occur deeper than 50 feet, but there may be times when groundwater levels rise. In such cases, adequate infiltration may be impeded. Thus, it is important that an adequate overflow is provided for all infiltration facilities for this site, and that no open basins or open water is allowed. To avoid this potential impact, as a condition of issuance of building and grading permits, the project would be required to adhere to infiltration recommendations contained in the Geotechnical Infiltration Testing Letter to provide for adequate design and installation of infiltration and drainage infrastructure for the project site. Therefore, impacts relative to seismic-related ground failure and liquefaction 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.

7(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 implementation of best management practices (BMPs) for erosion control, as required under National Pollutant Discharge Elimination System (NPDES) regulations pursuant to the federal Clean Water Act. NPDES requirements for construction projects of one acre or more in area are set forth in the Construction General Permit issued by the State Water Resources Control Board (State Water Board Order No. 2009-0009-DWQ). Furthermore, the project's demolition of existing structures, land clearing, grading, and construction activities would be required to comply with SCAQMD Rules 403 and 403.2 regulating fugitive dust emissions, thus minimizing wind erosion from such ground-disturbing activities. Therefore, the proposed project would not generate substantial erosion. Soil erosion impacts would be less than significant.

7(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.

As discussed in Responses IV.7a(iii) and IV.7a(iv), above, while the proposed project site is at low risk for landslides, it was determined to have a moderate to high potential for liquefaction under seismic conditions. Due to the relatively flat site topography, the likelihood of lateral spreading was determined to be low. However, implementation of standard grading and soil engineering

practices and site-specific recommendations provided in the Geotechnical Report would reduce potential impacts relative to unstable soils to less than significant levels.

7(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. A sample of the subsurface soil was tested for expansion potential. The test result indicated an expansion index (EI) of level 5 percent[9]. According to the American Society for Testing and Materials (ASTM) D4829 – 21 *Standard Test Method for Expansion Index of Soils*, an EI of 5 percent is considered very low for expansion potential. Based on the Geotechnical Investigation, soils with low to very low expansion potential predominate in the local area. Therefore, project impacts in regard to being located on expansive soils is considered less than significant.

7(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.

7(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Determination: Less Than Significant Impact.

The project site is located within the Inland Valley, within the Peninsular Ranges Geomorphic Province of California. The Inland Valley is situated between the San Bernardino Mountains to the northeast, the San Gabriel Mountains to the north, the Chino Hills to the southwest, and to the southeast by the hilly uplands that separate it from the San Jacinto Basin. These mountain ranges are part of the Transverse Ranges Geomorphic Province of California.

The Inland Valley has been filled with a variable thickness of relatively young, heterogeneous alluvial deposits. These deposits typically do not contain significant vertebrate fossils, at least within the uppermost layers.

According to the Geotechnical Infiltration Testing Letter, project site soils consisted primarily of silty sand and silt in the upper 15 to 20 feet, silt from 20 to 40 feet, and sands below 40 feet depth. Based on field sampling blow counts, the soil was typically described as medium dense to

[9] Refer to *Expansion of Soils Calculations* in *Geotechnical Investigation*, page 52 of Appendix 10-A.

dense. The project site is not anticipated to contain significant paleontological or geologic features. No prehistoric resources were identified during background research or field survey for the project site. As such, a less than significant impact would occur.

STANDARD CONDITIONS & REQUIREMENTS

1. The project shall comply with the California Building 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.

2. The project shall comply with all recommendations contained in the Geotechnical Investigation (2013) and the Geotechnical Infiltration Testing Letter (2020) as prepared by Leighton and Associates, Inc. See Appendices 10-A and 10-B.

MITIGATION MEASURES

None required.

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

DISCUSSION

The analysis and findings throughout this section are based on the *Sumner Place Air Quality and Greenhouse Gas Evaluation* prepared by Urban Crossroads and dated September 3, 2020, provided as **Appendix 6** of this IS/MND.

Background

Global Climate Change

California is a substantial contributor of global GHGs, emitting over 420 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[10] Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which increases the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

[10] California Air Resources Board. 2019. California Greenhouse Gas Emissions for 2000 to 2017. Carbon dioxide equivalent (CO_2e) is a metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

Regulations and Significance Criteria

Multiple regulations pertaining to GHG emissions apply to the project including the following, which are described in detail in the Air Quality and Greenhouse Gas Evaluation:

- Climate Change Action Plan: Developed by the Intergovernmental Panel on Climate Change (IPCC) to address the reduction of GHGs in the United States, consisting of more than 50 voluntary programs. The IPCC concluded that a stabilization of GHGs at 400 to 450 ppm CO_2e concentration is required to keep global mean warming below two degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.
- Executive Order S-3-05: Issued in June 2005, which established the following GHG emission reduction targets:
    - 2010: Reduce GHG emissions to 2000 levels
    - 2020: Reduce GHG emissions to 1990 levels
    - 2050: Reduce GHG emissions to 80 percent below 1990 levels
- Executive Order B-30-15: Issued in April 2015, requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030.
- Assembly Bill 32 (California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006): Adopted in 2006, focuses on reducing GHG emissions in California to 1990 levels by 2020; defines GHGs as CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride; and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions.
- SB 32 and AB 197: Adopted in 2016, establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.
- CARB 2017 Scoping Plan Update: Establishes a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan Update identifies additional GHG emissions reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the First Update to the Scoping Plan (2013).
- City of Eastvale: The City of Eastvale is part of the Western Riverside Council of Government (WRCOG). The WRCOG adopted the WRCOG Subregional Climate Action Plan (CAP) in September 2014. The Subregional CAP sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with AB 32. The CAP consists of a community-wide emissions reduction target of 15 percent below 2010 levels by 2020, and 49 percent below 2010 levels by 2035.

In addition, the City of Eastvale General Plan Air Quality and Conservation Element includes policies related to GHGs.

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

Determination: Less Than Significant Impact.

Per City of Eastvale guidance, to determine whether the project's GHG emissions are significant, this analysis uses the SCAQMD screening threshold of 3,000 $MTCO_2e$ per year for all land uses.

Construction and operational activities associated with the proposed project would generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment; CalEEMod Version 2016.3.2 was used to calculate the GHG emissions from the proposed project. A summary of the results is shown in ***Table 8.1, Project-Related GHG Emissions***. As shown in ***Table 8.1***, project-related GHG emissions would total 3,013.57 $MTCO_2e$ per year (not including subtraction of emissions from the allowable commercial retail). The current allowable commercial retail on-site could result in annual emissions of 6,206.35 $MTCO_2e$. Therefore, the proposed project would generate -3,192.77 $MTCO_2e$/yr less emissions compared to the GHG emissions associated with the allowable commercial retail land use. As stated above, according to the thresholds of significance, a cumulative global climate change impact would occur if GHG emissions created from the ongoing operations of the proposed project exceeded the SCAQMD draft threshold of 3,000 $MTCO_2e$ per year for all land uses. Therefore, the currently proposed project would not require emissions reductions. Further, the project will comply with all applicable regulations intended to reduce GHG emissions. As such, impacts would be less than significant.

Table 8.1: Project-Related GHG Emissions

Emission Source	Annual Emissions ($MTCO_2e$)
Allowable Commercial Retail	6,206.35
Currently Proposed Project	3,013.57
Variance (Proposed Project – Allowable Commercial Retail)	***-3,192.77***

Source: Urban Crossroads, *Sumner Place Air Quality and Greenhouse Gas Evaluation*, April 12, 2021, Table 14.

8(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.

The SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. Executive Order S-3-05 establishes the following reduction targets:

- 2010: Reduce GHG emissions to 2000 levels
- 2020: Reduce GHG emissions to 1990 levels

- 2050: Reduce GHG emissions to 80 percent below 1990 levels

In 2006, the California State legislature adopted AB 32, which requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap, which was phased in starting in 2012.

Therefore, as the project's emissions would meet the threshold for compliance with Executive Order S-3-05, the project's emissions would also comply with the goals of AB 32 and the WRCOG CAP. Additionally, as the project meets the current interim emissions targets/thresholds established by SCAQMD, the project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB 32. Furthermore, the majority of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the state level, and the project would be required to comply with these regulations as they come into effect.

As discussed above, the proposed project's total emissions do not exceed the SCAQMD draft threshold of 3,000 $MTCO_2e$ per year and are in compliance with overall community-wide reduction goals of the WRCOG CAP, AB 32, and SB 32. Furthermore, the project would comply with applicable CALGreen Building Standards and City of Eastvale's policies regarding sustainability (as dictated by the City's General Plan). Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. The project would be required to comply with all mandates imposed by the State of California and the South Coast Air Quality Management District intended to reduce greenhouse gas (GHG) emissions. The following are applicable to the project and would assist in the reduction of GHG emissions:

    - Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32)
    - Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill [SB] 375)
    - Pavley Fuel Efficiency Standards (AB 1493) – establishes fuel efficiency ratings for new vehicles.
    - California Code of Regulations, Title 24 (California Building Standards Code) – establishes energy efficiency requirements for new construction.
    - California Code of Regulations, Title 20, Division 2, Chapter 4, Article 4 (Appliance Efficiency Regulations) – establishes energy efficiency requirements for appliances.
    - California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 7 (Low Carbon Fuel Standard) – requires carbon content of fuel sold in California to be 10 percent less by 2020.
    - California Water Conservation in Landscaping Act of 2006 (AB 1881) – requires local agencies to adopt the Department of Water Resources' updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010, to ensure efficient landscapes in new development and reduced water waste in existing landscapes.

- Statewide Retail Provider Emissions Performance Standards (SB 1368) – requires energy generators to achieve performance standards for GHG emissions.
- Renewables Portfolio Standard (SB 1078) – requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020.

MITIGATION MEASURES

None required.

9. 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?			X	
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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? For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
g)	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?			X	

The analysis and findings throughout this section are based on the *Phase I Environmental Site Assessment (ESA) and Limited Phase II Soil Sampling Proposed Residential Development Southeast Corner of Sumner Avenue and Schleisman Road City of Eastvale, California* (Phase I and Phase II ESA), prepared by Leighton and Associates Inc., dated May 31, 2013, and provided as **Appendix 11** of this IS/MND.

DISCUSSION

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

Determination: Less Than Significant Impact.

Exposure of the public or the environment to hazardous materials can occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (oil, diesel fuel, transmission fluid, etc.). These activities would be short term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials, ensuring that all potentially hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project construction would be less than significant.

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

Determination: Less Than Significant Impact.

One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure to contaminated soil, soil vapor, or water can result in potential health effects due to a variety of factors, including the nature of the contaminant and the degree of exposure.

According to the Phase I and II ESA, site reconnaissance revealed no evidence of hazardous substances, drums, chemical containers, underground storage tanks (such as vent lines, fill or overfill ports) and aboveground storage tanks on the project site.

Based on research of historical aerial photographs and topographical maps conducted for the Phase I and II ESA, the project site is described as being vacant, undeveloped land, with some residential and farming use occurring around 1948. The project site is currently occupied by two residential structures in the northwest corner and southwest corners, and commercial structures located in the central portion of the site.

The Phase I and II ESA revealed no evidence of recognized environmental conditions (RECs) in connection with the project site, except for the following:

- The historical use of the project site for agricultural purposes.
- Hazardous substances such as lead-based paint, arsenic, and pesticides may be present.

Based upon these findings, a Limited Phase II soil sampling assessment was conducted to evaluate the RECs in connection with the above described findings. A total of 26 representative soil samples were collected from areas surrounding the residences, field areas, and other structures on-site.

Concentrations of lead, arsenic, and organochlorine pesticides (OCPs) were not reported above the laboratory reporting limits in each of the samples analyzed, with the exception of sample G-9-0.5, which had a dieldrin concentration of 0.040 mg/kg, which exceeds the residential California Human Health Screening Levels (CHHSL) of 0.035 mg/kg. Nonetheless, concentrations of chemicals of potential concern exceeding the Regional Screening Levels or CHHSLs for unrestricted land use were not identified.

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law. Construction impacts in this regard would be less than significant.

9(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: No Impact.

The nearest school is River Heights Intermediate located at 7227 Scholar Way, Eastvale, CA 92880, at approximately 0.12 miles southeast of the project site. As discussed in 9a, project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (oil, diesel fuel, transmission fluid, etc.). However, these activities would be short term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Furthermore, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Therefore, project impacts in regard to hazardous emissions or materials affecting local schools would be less than significant.

9(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: No Impact.

According to the Phase 1 and II ESA prepared for the proposed project, the proposed project site is not located on a known site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur in this regard.

9(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? 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 nearest public use airport is Chino Regional Airport, approximately three miles northwest of the project site. According to Exhibit CH-6, *Compatibility Factors Map*, of the Riverside County Airport Land Use Compatibility Plan, the project site is not located within the Chino Regional Airport Influence Area. Therefore, no impact would occur relative to airport safety hazards.

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

Determination: Less Than Significant Impact with Mitigation Incorporated.

Activities associated with the proposed project would not impede existing emergency response plans for the project site and/or other land uses in the project vicinity. As indicated in Section IV.17, *Transportation*, the project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways. Further, should partial lane closures be required as part of project construction activities, implementation of a traffic management plan would minimize congestion and ensure safe travel, including emergency access in the project vicinity; refer to **Mitigation Measure TRA-1**. With implementation of **Mitigation Measure TRA-1**, impacts would be less than significant.

9(g) 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: Less Than Significant Impact.

As discussed in Section IV.20, *Wildfire,* the project site is located in a developed urban area surrounded by residential and commercial uses and is not located in a zone designated as Very High Fire Hazard by the California Department of Forestry and Fire Protection (CalFire). Urban levels of fire protection would be provided to the project area. In addition, the project would

adhere to building codes and any conditions included through review by the Riverside County Fire Department (RCFD). A less than significant impact would occur in this regard.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

Refer to **Mitigation Measure TRA-1** in Section IV.17, *Transportation.*

10. 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 or otherwise substantially degrade surface or groundwater quality?			X	
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i) Result in substantial erosion or siltation on- or off-site?			X	
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
	iii) 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?			X	
	iv) Impede or redirect flood flows?			X	
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

The analysis and findings throughout this section are based on the *Preliminary Hydrology Study Tentative Tract Map No. 38031 7080 Sumner Avenue Eastvale, California* (Hydrology Study), dated November 2020, provided as **Appendix 12** of this IS/MND, and the *Project Specific Water Quality Management Plan* (WQMP), prepared by C&V Consulting, Inc. dated June 30, 2016, provided as **Appendix 13** of this IS/MND.

DISCUSSION

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

Determination: Less Than Significant Impact.

As part of Section 402 of the Clean Water Act, the EPA has established regulations under the NPDES program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Santa Ana RWQCB.

Impacts related to water quality typically range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Project construction could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and ground-disturbing activities. These potential pollutants could damage downstream waterbodies. Dischargers whose projects disturb 1 or more acres of soil, or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the SWRCB's General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit). The Construction General Permit requires the project applicant to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would specify BMPs to be used during project construction to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon completion of the project, the project applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

To further minimize the potential for accidental release of pollutants during project construction, the routine transport, use, and disposal of construction materials would be required to adhere to applicable state and local standards and regulations for handling, storage, and disposal of hazardous substances; refer to Section IV.9, *Hazards and Hazardous Materials*. Compliance with such measures would prevent such substances from entering downstream water bodies via stormwater runoff and adversely affecting existing water quality. Following conformance with the Construction General Permit, SWPPP, and implementation of BMPs, the project's short-term impacts to water quality and waste discharge requirements would be less than significant.

The project would be required to implement BMPs to minimize operational impacts to water quality. As detailed in the project's WQMP, potential sources of runoff pollutants include landscaping/outdoor pesticide use and runoff from impervious surfaces. As a result, the WQMP (***Exhibit 8, TTM 38031 WQMP Site Map***) includes permanent and operational source control BMPs pursuant to construction of on-site storm drain inlets, catch basins, dry wells, pervious area installation and BMP management of site design and landscape planning, efficient irrigation, roof runoff controls, storm drain signage, and private street sweeping. With implementation of these BMPs, the project's impacts to water quality would be less than significant.

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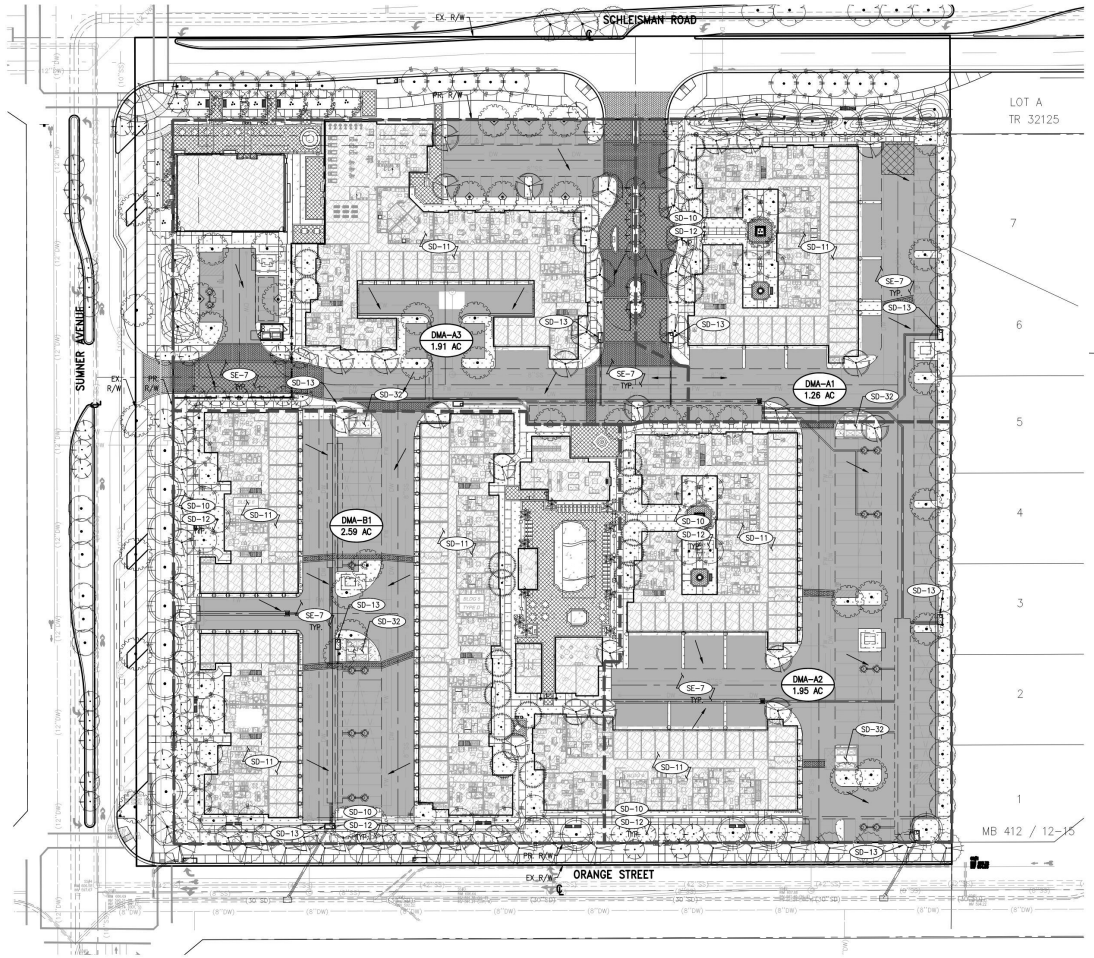
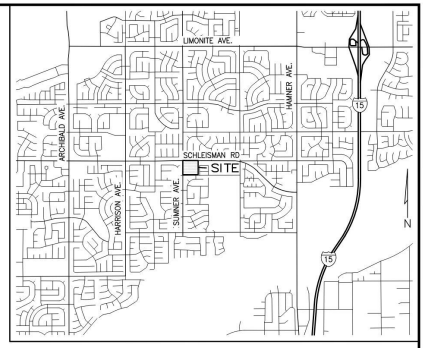
WQMP SITE MAP

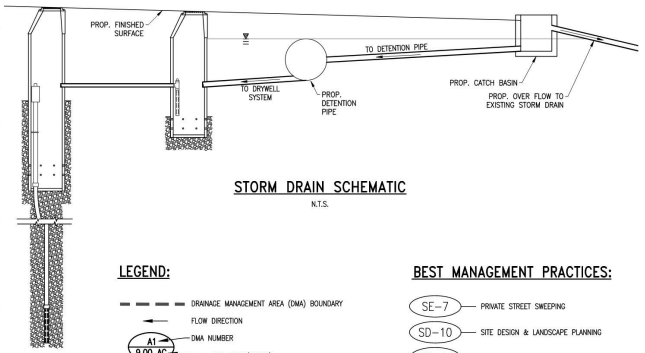




VICINITY MAP
N.T.S.

NOTES:

IMPERVIOUS AREA: 5.48 AC
PERVIOUS AREA: 2.23 AC



STORM DRAIN SCHEMATIC
N.T.S.

LEGEND:

- DRAINAGE MANAGEMENT AREA (DMA) BOUNDARY
- FLOW DIRECTION
- A1 / 9.00 AC — DMA NUMBER / DMA SIZE (ACRES)
- PERVIOUS AREA
- PORTLAND CONCRETE CEMENT (PCC) PAVEMENT AREA
- ASPHALT CONCRETE (AC) PAVEMENT AREA
- ROOF TOP AREA
- DECORATIVE PAVEMENT AREA

BEST MANAGEMENT PRACTICES:

- SE-7 — PRIVATE STREET SWEEPING
- SD-10 — SITE DESIGN & LANDSCAPE PLANNING
- SD-11 — ROOF RUNOFF CONTROLS
- SD-12 — EFFICIENT IRRIGATION
- SD-13 — STORM DRAIN SIGNAGE
- SD-32 — TRASH ENCLOSURES

SCALE: 1" = 40'
0 20 40 80

MARK	REVISIONS	APPR.	DATE

DESIGNED BY _____ DRAWN BY _____ CHECKED BY _____

CITY OF EASTVALE

TTM 38031
WQMP SITE MAP

SHEET 1 OF 1

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Michael Baker Intl.

SUMNER PLACE DEVELOPMENT

TTM 38031 WQMP Site Map

Exhibit 8

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10(b) Would the project 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.

The project site is partially developed with two occupied single-family residences along with two storage buildings. Project development would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. The project site is not currently used for groundwater recharge purposes. Water for the project would be provided by the JCSD and the project would connect to the existing water system. Thus, project implementation would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge. Impacts would be less than significant in this regard.

10(c)i) Would the project 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 that would result in substantial erosion or siltation on- or off-site?

Determination: Less Than Significant Impact.

According to the project's *WQMP Site Map* (***Exhibit 8***), approximately 238,709 sf of impervious surfaces and approximately 97,139 sf of pervious surfaces would be created as a result of project development.

The project site with the existing commercial use at the center of the property (existing commercial use with two buildings) contains roughly 62,783 sf of impervious concrete surfaces. Although the project would result in a 380 percent increase in impervious surfaces, the proposed project overall would not substantially alter the existing drainage pattern of the site. As shown in **Appendix 2, *Preliminary Water, Sewer and Storm Drain Plans***, on-site storm drain inlets and drain lines, catch basins, and dry wells would be installed throughout the project area underneath proposed parking areas to assist in capturing, treating, and absorbing runoff. Any excess runoff or treated water would then be conveyed via 8-inch storm drain lines to two points of connection with an existing 30-inch storm drain on Orange Street.

As discussed in Response IV.10(a) above, the project would comply with the requirements of the Construction General Permit under the NPDES program, which would result in preparation of an SWPPP that outlines necessary BMPs to minimize erosion and water quality impacts during construction. Therefore, project development would not result in significant erosion or siltation impacts due to changes in drainage patterns and impacts would be less than significant.

10(c)ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Determination: Less Than Significant Impact.

Refer to Response IV.10(c)(1), above. Less than significant impacts would occur in this regard.

10(c)iii) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Determination: Less Than Significant Impact.

Refer to Response IV.10(c)(i), above. On-site stormwater runoff associated with the project would be engineered to be conveyed through public street improvements and on-site infiltration to dispose of stormwater. Additionally, with required adherence to an SWPPP and WQMP as discussed above, the proposed project would not generate a substantial source of polluted runoff. The project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems. A less than significant impact would occur.

10(c)iv)Would the project impede or redirect flood flows?

Determination: Less Than Significant Impact.

The project site is relatively flat. The proposed project would include the development of a storm drainage system consistent with City requirements to convey stormwater runoff to a 30-inch mainline storm drain system located on Orange Street. Stormwater management practices as required under Eastvale Municipal Code Title 14, *Water and Sewers,* would further reduce any impacts to a less than significant level. In addition, the proposed on-site ornamental landscaping, pervious pavers, catch basins, drywells, storm drain inlets, and drain lines would minimize the potential for impediment or redirect flood flows. Therefore, impacts would be less than significant.

10(d) In flood hazard, tsunami, or seiche zones, would the project result in a risk release of pollutants due to project inundation?

Determination: No Impact.

According to the Federal Emergency Management Agency's (FEMA) National Flood Hazard Layer Viewer, the project site is not located within a 100-year flood hazard area.[11] As a result, no impact would occur in this regard.

A tsunami is a series of ocean waves generated in the ocean by an impulsive disturbance. The proposed project site is located approximately 30 miles inland from the Pacific Ocean. Due to this location, tsunamis are not considered a threat. No impact would occur in this regard.

A seiche is an oscillating surface wave in a restricted or enclosed body of water generated by ground motion, usually during an earthquake. Inundation from a seiche can occur if the wave

[11] Federal Emergency Management Agency. n.d. National Flood Hazard Layer Viewer. Accessed June 25, 2020. https://www.fema.gov/national-flood-hazard-layer-nfhl.

overflows a containment wall or the banks of a water body. However, because the proposed project is not adjacent to any marine or inland water bodies, impacts from seiche are not expected to occur. No impact would occur in this regard.

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

Determination: Less Than Significant Impact.

Santa Ana Regional Water Quality Control Board Basin Plan

The project site is located in the Santa Ana River Hydrologic Unit in the South Coast Hydrologic Region. The Santa Ana RWQCB oversees basin planning and water quality in the Santa Ana River Hydrologic Unit. The Santa Ana RWQCB prepares the Water Quality Control Plan for the Santa Ana River Basin to protect local surface waters and groundwater basins. The Basin Plan designates beneficial uses of waters in the region and provides objectives to maintain or improve water quality in the region.

As described in Response IV.10(c)(i) above, the project would install catch basins and dry wells to satisfy the requirements of the NPDES permit. The proposed catch basins and dry wells are designed to infiltrate, filter, and treat a total of 30,793 cubic feet of runoff over a 24-hour drawdown rate.

Since the NPDES permit is intended to protect water quality, compliance with the permit would ensure that the project would not impair existing or potential beneficial uses of nearby or downstream water bodies and would not conflict with or obstruct implementation of the Basin Plan. The proposed project does not propose the drilling of a well to obtain groundwater for consumption. The project would utilize existing 12-inch potable water lines off of Sumner Avenue and Schleisman Road, and thus would not conflict with a groundwater management plan. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. The proposed project would be required to obtain coverage under the Santa Ana Regional Water Quality Control Board's statewide Construction General 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) within the county.
3. The project applicant will be required to prepare a final Water Quality Management Plan for the project, with BMPs incorporated in the plan.

MITIGATION MEASURES

None required.

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

DISCUSSION

11(a)Physically divide an established community?

Determination: Less Than Significant 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 within an existing community or between a community and an outlying area.

None of the proposed project components would constitute a barrier that would physically divide an established community. No new linear features are included in the project. Access to and movement throughout the project area and the City would not be physically impaired due to the project.

Therefore, the proposed project would not physically divide an established community. Less than significant impacts would occur.

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

Determination: Less Than Significant Impact.

General Plan

The project site is currently designated by the Eastvale General Plan as Commercial Retail (CR) and is bounded by Medium Density Residential (MDR) on all sides. Refer to ***Exhibit 3, Land Use Map***. The project proposes to change the land use designation from CR to Highest Density Residential (HHDR) to facilitate a proposed Change of Zone. As such, approval of the proposed General Plan Amendment would make the project site land use consistent with the General Plan. Impacts would be less than significant.

Zoning Code

The project site is zoned Heavy Agricultural (A-2). The neighborhoods to the north, east, and south are zoned One Family Dwellings (R-1), and the neighborhood to the west is classified as a Specific Plan (SP). Refer to ***Exhibit 4, Zoning Map*****.** However, the project proposes a Change of Zone from Heavy Agricultural (A-2) to General Residential (R-3) and General Commercial (C-1/C-P). With concurrent approval of the proposed Change of Zone, the project would be consistent with the General Plan.

The proposed project has been designed to meet the regulations of the R-3 zone. The project would comply with the minimum lot standards for area, width, and depth. The proposed buildings would comply with height, floor area ratio, and setback regulations. Therefore, the proposed project would not conflict with any applicable zoning ordinance with concurrent approval of the Change of Zone. Impacts would be less than significant.

The proposed project would not 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, or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, with concurrent approval of the General Plan Amendment and Change of Zone. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

12. 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?				X
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?				X

DISCUSSION

12(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?

Determination: No Impact.

The project site has no history of use as a mineral resource recovery operation and is located in a predominantly developed area of the City. Areas identified as Mineral Resource Zone 2 (MRZ-2) are areas that contain identified mineral resources, and no areas within the project vicinity are mapped MRZ-2 by the Riverside County General Plan.[12] The project site, as with the majority of City, is mapped as Mineral Resource Zone 3, wherein the significance of mineral deposits is undetermined. As such, no mineral resources are anticipated within the project area. Thus, project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

12(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?

Determination: No Impact.

Refer to Response IV.12(a), above. No mineral resources are anticipated within the project area. No impact would occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

[12] Riverside County. 2014. General Plan, Section 4.14, Mineral Resources, Figure 4.14.1. https://planning.rctlma.org/Portals/14/genplan/general_plan_2014/EnvironmentalImpactReport/04-14_MineralResources_2014-04-07.pdf.

MITIGATION MEASURES

None required.

13. 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)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b)	Generation of excessive groundborne vibration or groundborne noise levels?			X	
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

The analysis and findings throughout this section are based on the *Sumner Place Noise Impact Analysis* (Noise Impact Analysis) prepared by Urban Crossroads and dated September 14, 2020, provided as **Appendix 14-A** and based on the *Sumner Place Construction Noise Assessment* (Construction Noise Assessment) prepared by Urban Crossroads and dated April 13, 2021, provided in **Appendix 14-B** of this IS/MND.

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

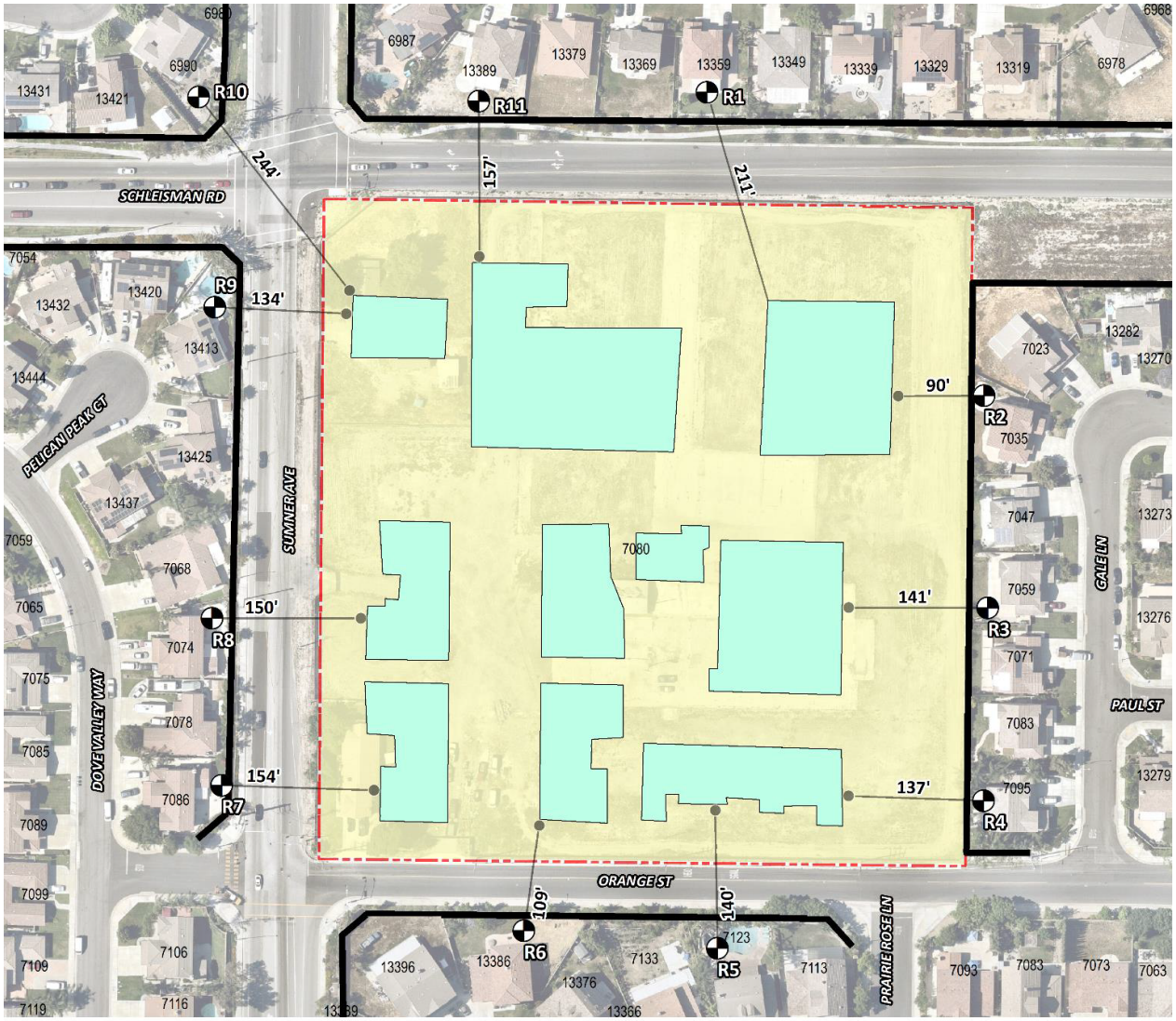
EXISTING CONDITIONS

Existing ambient noise levels in the project area are dominated by transportation-related noise associated with Sumner Avenue, Schleisman Road and Orange Street.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historical sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

To assess construction noise levels in proximity to noise sensitive receptors, noise levels were modeled at a number of receiver locations, as shown in ***Exhibit 9***, ***Receiver Locations***. Sensitive uses or receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. To describe the potential off-site project noise levels, eleven receiver locations in the vicinity of the project site were identified, including the location of the nearest noise sensitive residential receiver (R2) located approximately 90 feet east of the project site. The selection of receiver locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA). Other sensitive land uses in the project study area that are located at greater distances than those identified in this noise study would experience lower noise levels than those presented in the Noise Assessment due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location



LEGEND:

- Receiver Locations
- Distance from receiver to Project Building Construction (in feet)
- Existing Barrier (>= 6-feet high)
- Building Construction Activity Area

N

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Urban Crossroads

SUMNER PLACE DEVELOPMENT

Receiver Locations

Exhibit 9

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Table 13.1, City of Eastvale Noise Compatibility and Land Use Designation**,** shows the City's noise compatibility associated with each specific land use designation, as presented in the General Plan.

Table 13.1: City of Eastvale Noise Compatibility and 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, & Institutional)	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	To be determined as part of the project review process
Public Parks (Lands on which public parks are located or planned)	Less than 65 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

Source: City of Eastvale General Plan, Table N-3.

Notes: All noise levels shown in this table are designated CNEL.

Table 13.2, City of Eastvale Exterior Noise Level Standards for Non-Transportation Noise**, Measured as dBA Leq (30 Minutes),** shows the City's exterior noise level standards for non-transportation noise, measured as dBA Leq (30 minutes), as presented in the General Plan.

Table 13.2: City of Eastvale Exterior Noise Level Standards for Non-Transportation Noise, Measured as dBA Leq (30 Minutes)

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 3 or More Units Per Building (Triplex +)	10 PM to 7 AM	55
	7 AM to 10 PM	60

Source: City of Eastvale General Plan, Table N-4.

Table 13.3, City of Eastvale Maximum Acceptable Noise Levels Created by Exterior Noise Sources**,** shows the City's maximum acceptable noise levels created by exterior noise sources, as presented in the General Plan.

Table 13.3: City of Eastvale Maximum Acceptable Noise Levels Created by Exterior Noise Sources

Land Use Type	Acceptable Noise Level (dBA CNEL)
Residential Living and Sleeping Areas	45 dBA
Residential Living and Sleeping Areas where the dwelling unit is subject to noise from railroad tracks, aircraft overflights, or similar sources which produce clearly identifiable, discrete noise events (such as the passing of a train as opposed to relatively steady or constant noise sources such as roadways)	40 dBA
Private and Semi Private School Classrooms$_1$	55 dBA
All Places of Work Other than School Classrooms	Conform with applicable state and federal workplace safety standards

Source: City of Eastvale General Plan, Table N-5.

(1) Notes: Standards for public schools are set and enforced by the State of California and are not regulated by the City of Eastvale.

Short Term Construction Impacts

Project-generated construction noise would vary depending on the phase of the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Construction activities for the proposed project are anticipated to occur in the four main stages: grading, building construction, paving, architectural coating.

Roadway construction noise model noise reference levels and usage factors are shown in ***Table 13.4: Maximum Noise Levels Generated by Typical Construction Equipment***. The list shown in ***Table 13.4*** is extensive, and not all equipment listed is expected to be used on the project site.

Table 13.4: Maximum Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Grader	40	85
General Industrial Equipment	50	85

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.

Notes:

Lmax = maximum noise levels; dBA = A-weighted decibel

(1) Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

(2) Warehouse & Forklift Noise Exposure - NoiseTesting.info. Carl Stautins, November 4, 2014 http://www.noisetesting.info/blog/carlstrautins/ page-3/

(3) Data provided Leq as measured at the operator. Sound level at 50 feet is calculated using inverse square law.

Construction noise sources are regulated in the City of Eastvale Municipal Code Section 8.52.020 which prohibits construction activities within one-quarter of a mile from an inhabited dwelling between the hours of 6:00 PM and 6:00 AM during the months of June through September and 6:00 PM and 7:00 AM during the months of October through May. Further, Policy N-24 of the City of Eastvale General Plan requires construction equipment to be kept properly tuned and use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

In compliance with the City's Municipal Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours, and noise impacts shall be considered significant if project-related construction activities:

- Occur at any time other than the permitted hours of 6:00 PM and 6:00 AM during the months of June through September and 6:00 PM and 7:00 AM during the months of October through May pursuant to Section 8.52.040 of the City of Eastvale Municipal Code; or

- Generate noise levels which exceed the 85 dBA Leq acceptable noise level threshold at the nearby sensitive receiver locations (NIOSH, Criteria for Recommended Standard: Occupational Noise Exposure); or

- Generate temporary project construction-related noise level increases which exceed the 12 dBA Leq substantial noise level increase threshold at noise-sensitive receiver locations (California Department of Transportation, Traffic Noise Analysis Protocol).

Project construction noise level impacts at the nearest sensitive receiver locations were analyzed. To assess the worst-case construction noise levels, the project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level of 79 dBA L_{eq} is operating at the closest point from the building construction activity area to each receiver location.

To evaluate whether the project will generate potentially significant short-term noise levels at the nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} was used as a reasonable threshold to assess the daytime construction noise level impacts. Refer to ***Table 13.5, Typical Construction Noise Level Compliance***, for the construction noise levels anticipated at each receiver location.

Table 13.5: Typical Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	61.0	80	No
R2	64.2	80	No
R3	63.1	80	No
R4	61.7	80	No
R5	62.7	80	No
R6	63.1	80	No
R7	60.9	80	No
R8	61.9	80	No
R9	61.0	80	No
R10	58.2	80	No
R11	61.3	80	No

Source:
Urban Crossroads, *Sumner Place Construction Noise Assessment*, April 13, 2021, Table 1, p. 6.
Notes:
[1] Noise receiver locations are shown on Exhibit 9
[2] Highest construction noise level from the building construction activity area to nearest receiver locations.
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

As shown in ***Table 13.5***, project construction noise levels would not reach an exceedance of 80dBA L_{eq} .Nonetheless, implementation of Mitigation Measures NOI-1 through NOI-6 (Construction Noise Abatement Measures), and compliance with the City's restrictions on the hours allowed for construction activities would reduce construction noise levels to a less than significant level.

LONG TERM OPERATIONAL IMPACTS

Transportation Noise Impacts

Increases in ambient noise along affected roadways due to project-generated vehicle traffic is considered substantial if the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):

- are less than 60 dBA CNEL and the project creates a readily perceptible 5 dBA CNEL or greater project-related noise level increase; or

- range from 60 to 65 dBA CNEL and the project creates a barely perceptible 3 dBA CNEL or greater project-related noise level increase; or
- already exceed 65 dBA CNEL, and the project creates a community noise level impact of greater than 1.5 dBA CNEL.

The on-site roadway parameters including the average daily traffic (ADT) volumes used for the Noise Impact Analysis are presented on Table 13.6, *On-Site Roadway Parameters* conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

Table 13.6: On-Site Roadway Parameters

Roadway	Lanes	Classification[1]	Maximum Daily Traffic Volume[2]	Posted Speed Limit (mph)[3]	Site Conditions
Schleisman Rd.	4	Urban Arterial	28,700	45	Soft
Sumner Ave.	2	Major	14,400	45	Soft

Source: Urban Crossroads, *Sumner Place Noise Impact Analysis*, September 14, 2020, Table 4-1, p. 19.
Notes:
1. Source: City of Eastvale General Plan Circulation Element, Figure C-1, 2012.
2. Source: City of Eastvale General Plan Circulation Element, Table C-1, 2012.
3. Posted speed limit.

To predict the future noise environment at each building within the project site, coordinate information was collected to identify the noise transmission path between the noise source and receiver. The coordinate information is based on the project site plan showing the plotting of each building in relationship to Schleisman Road and Sumner Avenue, as shown in Appendix 4.1 of the Noise Impact Analysis (Appendix 14-A). The first-floor exterior noise level receivers were placed five feet above the pad elevation, second-floor receivers were placed 14 feet above the pad elevation and the third-floor receivers were placed 23 feet above the pad elevation.

An on-site exterior noise impact analysis was completed to determine the traffic noise exposure. It is expected that the primary source of noise impacts to the project site would be traffic noise from Schleisman Road and Sumner Avenue in the project study area.

Using the FHWA traffic noise prediction model, the expected future exterior noise levels at the project site were calculated. Table 13.7, *Exterior Noise Levels (CNEL)*, presents a summary of future exterior noise level impacts at the outdoor areas within the project site.

Table 13.7: Exterior Noise Levels (CNEL)

Building No.	Roadway	Unmitigated Exterior Noise Level (dBA CNEL)	Private Outdoor Patio
Building 2	Schleisman Rd.	68.6	No
Building 1	Schleisman Rd.	66.1	No

Building No.	Roadway	Unmitigated Exterior Noise Level (dBA CNEL)	Private Outdoor Patio
Building 6	Sumner Ave.	66.8	No
Building 7	Sumner Ave.	66.7	No
Source: Urban Crossroads, *Sumner Place Noise Impact Analysis*, September 14, 2020, Table 5-1, p. 20.			

The on-site traffic noise level impacts indicate that the residential units closest to Schleisman Road and Sumer Avenue will experience noise levels approaching 68.6 dBA CNEL. No mitigation is needed to satisfy the City of Eastvale 70 dBA CNEL exterior noise level standards for residential land use.

Stationary Noise Impacts

The City of Eastvale has adopted a Noise Element of the General Plan 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. To protect the City of Eastvale residents from excessive noise, the Noise Element contains the following four goals:

N-1 *Prevent and mitigate the adverse impacts of excessive noise exposure on theresidents, employees, visitors and noise-sensitive uses of Eastvale.*

N-2 *Locate noise-tolerant land uses within areas irrevocably committed to landuses that are noise-producing, such as transportation corridors.*

N-3 *Ensure that noise sensitive uses do not encroach into areas needed by noisegenerating uses.*

N-4 *Locate noise sources away from existing noise sensitive land uses unless appropriate noise control measures are provided*

The project site would not generate a substantial permanent increase in ambient noise level. The proposed project is for a use (residential development with minor commercial component) that would be consistent with existing surrounding uses (residential). Furthermore, with the project's adherence to City Policies N-1 through N-4 and with compliance with Chapter 8.52 of the Municipal Code in regard to noise regulation and general sound level standards (Chapter 8.52.040), impacts in regard to generating a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards would be less than significant.*13(b) Generation of excessive groundborne vibration or groundborne noise levels?*

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 ground-borne vibration from project construction activities would cause only intermittent, localized intrusion. The proposed project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to

buildings, the vibration is usually short term and is not of sufficient magnitude to cause building damage.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the project site were estimated by data published by the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual*.

As discussed in 13(a) and as shown in Table 13.5, project construction noise levels would not reach an exceedance of 80dBA L_{eq} .Nonetheless, implementation of Mitigation Measures NOI-1 through NOI-6 (Construction Noise Abatement Measures), General Plan Policy N-24 and compliance with the City's restrictions on the hours allowed for construction activities would reduce construction noise levels to a less than significant level.

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

Determination: Less Than Significant Impact.

The closest airport to the project site is Chino Airport, which is approximately 3 miles northwest of the project site boundaries. According to Exhibit CH-6, *Compatibility Factors Map*, of the Riverside County Airport Land Use Compatibility Plan Policy Document, the project site is not located within the Chino Regional Airport Influence Area, nor is the site located within any of the airport's noise contour areas.[13] As such, the project site would not be exposed to excessive noise levels from airport operations, and impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

NOI-1 The construction contractor shall locate/stage all stationary equipment to create the greatest physical distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction activities.

NOI-2 The construction contractor shall post a publicly visible sign with the telephone number and designated person to contact regarding noise complaints. The construction contractor, within 48 hours of receipt of a noise complaint, shall either take corrective

[13] Riverside County Airport Land Use Commission. 2008. West County Airports Background Data. Exhibit CH-6, *Compatibility Factors Map.*

actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint.

NOI-3 During all Project site construction, the construction contractor shall equip all construction equipment, mobile or stationary, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers nearest the Project site.

NOI-4 Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.

NOI-5 No music or electronically reinforced speech from construction workers shall be allowed within the Project site.

NOI-6 Adjacent residents should be notified prior to the commencement of Project construction. Notices should include the contact information for City staff and/or the construction contractor and shall be provided at least one week prior to commencement of Project construction activities.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of **Mitigation Measures NOI-1** through **NOI-6**, adherence to sound level standards contained in Eastvale Municipal Code Section 8.52.040, *General sound level standards*, and adherence to Policy N-24 in regard to motorized equipment being kept properly tuned and to use noise reduction features, would reduce noise impacts to less than significant levels.

14. 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)?			X	
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

DISCUSSION

14(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: Less Than Significant Impact.

A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The project involves the development of a multi-family residential development with 5,000 sf of commercial space on approximately 9.3 acres located on the southeast corner of Sumner Avenue and Schleisman Road. Based on an employment rate of 500 sf of commercial-retail space per one employee, the project would create approximately 10 jobs.

In 2020, the California Department of Finance estimated that Eastvale had an average household size of 4.05 persons per household. [14] Allocation for the City identifies the need for an additional 3,028 housing units in the City over the next eight years.[15] With 216 residential units as part of the proposed project, the project would accommodate approximately 7 percent of that need, and would generate approximately 875 residents. The project as proposed is consistent with the anticipated population growth that the City is required to plan for under its' 6th Cycle Housing Element. Therefore, impacts associated with growth inducement would not occur.

The project would generate temporary construction and long-term operational employment. The Southern California Association of Governments (SCAG) estimates that employment in the City of Eastvale will increase from 7,400 jobs in 2016 to 21,600 jobs in 2045.[16] Thus, it is expected

[14] California Department of Finance. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. Accessed April 2, 2021. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

[15] Southern California Association of Governments. 2021. 6th Cycle Final RHNA Allocation Plan. https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1616462966.

[16] Southern California Association of Governments. 2020. Connect SoCal, RTP/SCS 2020-2045, Demographics and Growth Forecast. https://www.connectsocal.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf.

that the project would absorb workers from the regional labor force and would not attract new workers into the region. Therefore, the project would not directly induce population growth in the area through the introduction of new residents. Impacts would be less than significant.

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

Determination: Less Than Significant Impact.

The project site is partially developed with two occupied single-family residences along with two storage buildings. The project would involve the demolition of these residences. All property owners are voluntarily selling their property and would be compensated for their property. At this time, no evictions are anticipated. It is expected that residents would have the ability to relocate based on the availability of existing housing stock in the area. In 2020, the California Department of Finance estimated that Eastvale had approximately 17,067 housing units within City limits, with a vacancy rate of 3.9 percent.[17] Therefore, the displacement of existing housing would not occur, and no replacement of housing would be needed. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

[17] California Department of Finance. 2020. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. Accessed April 2, 2021. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

15. 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?			X	
	ii) Police protection?			X	
	iii) Schools?			X	
	iv) Parks?			X	
	v) Other public facilities?			X	

DISCUSSION

15(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 (RCFD) provides fire protection and safety services to the City of Eastvale. The RCFD operates two fire stations in Eastvale: Station #27, located approximately 0.8 miles east of the project site at 7067 Hamner Avenue, and Station #31, located 1.6 miles southwest of the project site at 14491 Chandler Street.

The proposed project would create an increased demand for fire protection services. However, the project would not induce significant or unplanned population growth through employment generation; refer to Section IV.14, *Population and Housing*. Further, the proposed project would be conditioned to comply with the requirements of the RCFD for emergency access, fire flow, fire protection standards, fire lanes, and

other site design/building standards. The project would also be subject to the project design requirements set forth in the 2019 California Fire Code and the 2019 CBC. The City would collect a one-time development impact fee pursuant to Municipal Code Chapter 110.28, *Development Impact Fee Program,* which is imposed on all new development to help pay fair share of costs in upgrading the RCFD's fire facilities, as needed. Payment of these fees would offset the project's impacts to the acquisition, design, and construction of new fire facilities. Following collection of development impact fees and compliance with RCFD, California Fire Code, and CBC requirements, impacts to fire protection facilities would be less than significant.

ii) *Police protection?*

Determination: Less Than Significant Impact.

Police protection services are provided to the City under contract from the Riverside County Sheriff's Department. Specifically, police protection services for the project area are provided by the Jurupa Valley Sheriff's Station, located at 7477 Mission Boulevard in Jurupa Valley, approximately 8.2 miles northeast of the project site.

The proposed project would create an increased demand for police protection services. However, the proposed development would be conditioned for the payment of the City's development impact fees pursuant to Municipal Code Chapter 110.28, *Development Impact Fee Program*. The Riverside County Sheriff's Department would have the opportunity to review the project design plans and include conditions that would be required for the applicant to be issued development permits. As a neighborhood-servicing commercial/retail land use, 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.

iii) *Schools?*

Determination: Less Than Significant Impact.

The proposed project site is located in the Corona-Norco Unified School District. The nearest elementary school is Eastvale Elementary School at 13031 Orange Street, Corona, CA 92880, approximately 0.27 miles east of the project site. The nearest middle school is River Heights Intermediate at 7227 Scholar Way, Eastvale, CA 92880, approximately .12 miles east of the project site. The nearest high school is Eleanor Roosevelt High School, at 7447 Scholar Way, Eastvale, CA 92880, approximately 0.25 miles southeast of the project site.

The project would be required to comply with SB 50 requirements, which allow school districts to collect impact fees from developers of new projects. According to Section 65996 of the California Government Code, payment of statutory fees is the exclusive method of mitigating environmental effects related to the adequacy of school

facilities when considering the approval or the establishment of conditions for the approval of a development project. Thus, upon payment of required fees by the project applicant consistent with existing state requirements, impacts would be less than significant.

iv) *Parks?*

Determination: Less Than Significant Impact.

Currently, 4 percent of land in Eastvale is designated for recreation. The JCSD owns and maintains 14 public parks and two community centers in the portion of Eastvale west of Hamner Avenue and the Jurupa Area Recreation and Park District (JARPD) provides four public parks in the portion of Eastvale east of Hamner Avenue. The nearest park, Harada Heritage Park, is approximately 0.3 miles northeast of the project, and may be utilized by residents of the project. In addition, the project contains approximately 2 acres of outdoor open space for use by the residents. The project would also be required to pay requisite development impact fees to the JCSD and JARPD, consistent with existing regulations. This impact would be less than significant.

v) *Other public facilities?*

Determination: Less Than Significant Impact.

The project involves the development of a multi-family residential development with 5,000 sf of commercial space. It does not propose new or physically altered public facilities. 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 & REQUIREMENTS

1. 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.

2. California Government Code Section 65996 indicates that payment of school impact fees is considered full mitigation for project impacts to a school district.

3. City of Eastvale Municipal Code Chapter 110.28, *Development Impact Fee Program,* indicates that a project applicant is required to pay the established development impact fees once a development application is submitted to mitigate potential impacts on the Jurupa Community Services District, and in compliance with the Development Impact Fee Program.

MITIGATION MEASURES

None required.

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

DISCUSSION

16(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 IV.15(a)(iv). It is not anticipated that the proposed project would generate a substantial number of new jobs or induce substantial unplanned population growth in the City. Additionally, the project would be required to pay requisite development impact fees to the JCSD and JARPD, consistent with existing regulations This impact would be less than significant.

16(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.

Refer to Response IV.15(a)(iv). The proposed General Plan Amendment and Change of Zone would not include the construction or expansion of any parks or recreational facilities. As described previously, the proposed project would not increase the demand for parks or other recreational facilities and would not require the construction or expansion of any such facilities. This impact would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. City of Eastvale Municipal Code Chapter 110.28, *Development Impact Fee Program,* indicates that a project applicant is required to pay the established development impact fees once a development application is submitted to mitigate potential impacts on the Jurupa Community Services District, and in compliance with the Development Impact Fee Program.

MITIGATION MEASURES

None required.

17. TRANSPORTATION. Would the proposed project:					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d)	Result in inadequate emergency access?		X		

The analysis and findings throughout this section are based on the following technical studies: *Sumner Place Traffic Analysis* (Traffic Analysis), prepared by Urban Crossroads, dated April 19, 2021; and *Sumner Place Vehicle Miles Traveled (VMT) Analysis*, prepared by Urban Crossroads, dated January 13, 2021. These studies are provided as **Appendices 15-A and 15-B**, respectively, of this IS/MND.

DISCUSSION

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

Determination: Less Than Significant Impact

State CEQA Guidelines Section 15064.3 was released on December 28, 2018, to address the determination of significance for transportation impacts. The new guideline requires that the analysis is based on vehicle miles traveled (VMT) instead of congestion (such as level of service, or LOS). Pursuant to CEQA Guidelines Section 15064.3(c), this change in analysis is mandated to be used beginning July 1, 2020. Refer to Response IV.17(b) below for the project impacts relative to VMT. However, General Plan Policy C-10 of the Eastvale General Plan requires that the City maintain a LOS C on all City maintained roadways, and a LOS D in employment and commercial areas. Thus, a discussion relative to the project consistency with Policy C-10 has been included.

Study Area

Based on the City-approved scoping agreement for the project, ***Table 17.1, Study Area Intersections***, shows the intersections within the City of Eastvale jurisdiction that are included in the traffic impact study area.

Table 17.1: Study Area Intersections

#	Intersections	Jurisdiction	CMP[1]
1	Harrison at Schleisman Road	City of Eastvale	No
2	Sumner Avenue at Limonite Avenue	City of Eastvale	No
3	Sumner Avenue at 68th Street	City of Eastvale	No
4	Sumner Avenue at Schleisman Road	City of Eastvale	No
5	Sumner Avenue at Driveway 1 – Future Intersection	City of Eastvale	No
6	Sumner Avenue at Orange Street	City of Eastvale	No
7	Sumner Avenue at Citrus Avenue	City of Eastvale	No
8	Driveway 2 at Schleisman Road – Future Intersection	City of Eastvale	No
9	Scholar Way and Schleisman Road	City of Eastvale	No

Source: Urban Crossroads, *Sumner Place Traffic Analysis*, April 19, 2021, Table 1-1, p. 17.
Notes:
CMP = Congestion Management Plan.

LOS is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). Study area intersections within the City are analyzed using the methodology in accordance with the City's *Traffic Impact Analysis Preparation Guidelines* (May 2020) (City of Eastvale TIA Guidelines). The technique used to assess the performance of an intersection is known as the intersection delay method, based on the procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 6th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding LOS.

Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to LOS based on the thresholds shown in ***Table 17.2, Signalized Intersection LOS Thresholds*** followed by ***Table 17.3, Unsignalized Intersection LOS Thresholds*** below.

Table 17.2: Signalized Intersection LOS Thresholds

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorableprogression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with goodprogression and/or short cycle lengths.	10.01 to 20.00	B	F

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with 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
Operations with 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
Operation with 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, *Sumner Place Traffic Analysis*, April 19, 2021, Table 2-1, p. 28.			

The City's General Plan seeks to maintain LOS C along all City-maintained roads. A peak hour LOS D may be allowed in commercial and employment areas, and at intersections of any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections. The City has established LOS D as the minimum acceptable LOS. Based on General Plan Policy C-10, a project traffic impact is considered significant if the addition of project-generated trips is forecast to cause an intersection to deteriorate from an acceptable LOS (D or better) to an unacceptable LOS (E or F).

Project Trip Generation

The proposed Project is anticipated to generate a total of 1,406 vehicle trip-ends per day with 228 AM peak hour trips and 92 PM peak hour trips.

Analysis Scenarios and Results

The following scenarios are analyzed during typical weekday AM and PM peak hour conditions:

- Existing (2021) Conditions
- Existing plus Project (E+P) Conditions
- Opening Year Cumulative (2022) Without Project Conditions
- Opening Year Cumulative (2022) With Project Conditions
- Horizon Year (2040) Without Project Conditions
- Horizon Year (2040) With Project Conditions

Existing Conditions

Regional access to the project site is provided by Interstate 15 (I-15) approximately 1.5 miles to the east. Local north-south circulation is provided by Sumner Avenue, and east-west circulation is provided by Sumner Avenue. Subject roadway classifications and current conditions in adjacency to the project are as follows:

- Schleisman Road (152-foot Urban Arterial Highway) currently 2-lane undivided.
- Sumner Avenue (118-foot Major Highway Collector), currently 2-lane undivided.
- Orange Street (74-foot Local Collector), currently a 2-lane undivided.

The project area is served by Riverside Transit Agency (RTA), Bus Route 3 (Eastvale-Norco-Corona) with the nearest bus stop located on the northbound side of Sumner Avenue at approximately 150 north of the intersection of Schleisman Road and Sumner Avenue.

Currently there are no sidewalks, or designated bike lanes abutting the project on above listed roadways.

The study intersection LOS for Existing (Year 2021) conditions are shown in ***Table 17.3, Intersection Analysis for Existing (2021) Conditions***. As shown in ***Table 17.3***, study intersections currently operate within acceptable LOS (D or better), however with the exception of Sumner Avenue at Schleisman Road which currently operates at LOS F for AM peak hour traffic and at LOS E for PM peak hour traffic.

Table 17.3:Intersection Analysis for Existing (2021) Conditions

#	Intersection	Traffic Control[1]	Delay (secs.)[2]		Level of Service	
			AM	PM	AM	PM
1	Harrison Ave. at Schleisman Rd.	TS	39.7	20.8	D	C
2	Sumner Ave, at Limonite Ave.	TS	20.9	20.5	C	C
3	Sumner Ave. at 68th St.	AWS	17.8	13.1	C	B
4	Sumner Ave. at Schlesman Rd.	TS	**110.6**	**59.0**	**F**	**E**
5	Sumner Ave. at Driveway 1		Future Intersection			
6	Sumner Ave. at Orange St.	TS	8.6	8.5	A	A
7	Sumner Ave. at Citrus Ave.	TS	17.1	12.5	B	B
8	Driveway 2 at Schleisman Rd.		Future Intersection			
9	Scholar Wy. At Schleisman Rd.	TS	30.4	17.6	C	B

Source: Urban Crossroads, *Sumner Place Traffic Analysis*, April 19, 2021, Table 3-1, p. 40.
Notes:
Bold = LOS does not meet applicable jurisdictional requirements (i.e., unacceptable LOS).

1. Aws = All-way Stop; TS = Traffic Signal.
2. Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay of service for the worst individual movement (or movements sharing a single lane) is considered the delay and LOS for intersections.

Existing Plus Project Conditions

The study intersection LOS for Existing Plus Project conditions are shown in ***Table 17.4, Intersection Analysis for Existing Plus Project Conditions***. As shown in ***Table 17.4***, the study intersections with existing plus project conditions are forecast to operate within acceptable LOS (D or better) during the peak hours. A less than significant impact would occur.

Table 17.4: Intersection Analysis for Existing Plus Project Conditions

#	Intersection	Traffic Control[2]	Existing (2021)				Existing Plus Project			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Harrison Ave. at Schleisman Rd.	TS	39.7	20.8	D	C	41.3	20.9	D	C
2	Sumner Ave, at Limonite Ave.	TS	20.9	20.5	C	C	21.1	20.7	C	C
3	Sumner Ave. at 68th St.	AWS	17.8	13.1	C	B	19.4	13.4	C	B
4	Sumner Ave. at Schlesman Rd.	TS[3]	**110.6**	**59.0**	**F**	**E**	23.8	23.5	C	C
5	Sumner Ave. at Driveway 1	--/CSS	Future Intersection				12.2	9.8	B	A
6	Sumner Ave. at Orange St.	TS	8.6	8.5	A	A	8.7	8.6	A	A
7	Sumner Ave. at Citrus Ave.	TS	17.1	12.5	B	B	17.4	12.5	B	B
8	Driveway 2 at Schleisman Rd.	--/CSS	Future Intersection				9.7	9.6	A	A
9	Scholar Wy. At Schleisman Rd.	TS	30.4	17.6	C	B	31.0	17.8	C	B

Source: Urban Crossroads, *Sumner Place Traffic Analysis*, April 19, 2021, Table 5-1, p. 55.
Notes:
Bold = LOS does not meet applicable jurisdictional requirements (i.e., unacceptable LOS).
1. Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay of service for the worst individual movement (or movements sharing a single lane) is considered the delay and LOS for intersections.
2. Aws = All-way Stop; TS = Traffic Signal.
3. Includes the Project ultimate half-section roadway improvements.

Opening Year (2022) Without and With Project Conditions

The study intersection LOS for Opening Year (2022) without and with project conditions are shown in ***Table 17.5, Intersection Analysis for Opening Year Cumulative (2022) Conditions***. As shown in ***Table 17.5***, Without Project Conditions, Sumner Avenue at Schleisman Road would operate at LOS F for AM peak hour traffic and at LOS E for PM peak hour traffic. However, With Project Conditions Sumner Avenue at Schleisman Road would operate at LOS C for AM and PM peak hour traffic.

Table 17.5: Intersection Analysis for Opening Year Cumulative (2022) Conditions

#	Intersection	Traffic Control[2]	2022 Without Project Conditions				2022 With Project Conditions			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Harrison Ave. at Schleisman Rd.	TS	41.9	21.2	D	C	43.7	21.3	D	C
2	Sumner Ave, at Limonite Ave.	TS	21.5	21.3	C	C	21.7	21.6	C	C
3	Sumner Ave. at 68th St.	AWS	18.6	13.5	C	B	20.4	13.8	C	B
4	Sumner Ave. at Schlesman Rd.	TS[3]	**124.2**	**70.8**	**F**	**E**	29.8	23.9	C	C
5	Sumner Ave. at Driveway 1	--/CSS	Future Intersection				12.3	9.8	B	A
6	Sumner Ave. at Orange St.	TS	8.7	8.5	A	A	8.8	8.6	A	A
7	Sumner Ave. at Citrus Ave.	TS	17.4	12.5	B	B	17.8	12.6	B	B
8	Driveway 2 at Schleisman Rd.	--/CSS	Future Intersection				9.8	9.8	A	A
9	Scholar Wy. At Schleisman Rd.	TS	31.7	17.9	C	B	32.3	18.0	C	B

Source: Urban Crossroads, *Sumner Place Traffic Analysis*, April 19, 2021, Table 6-1, p. 60.
Notes:
Bold = LOS does not meet applicable jurisdictional requirements (i.e., unacceptable LOS).

1. Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay of service for the worst individual movement (or movements sharing a single lane) is considered the delay and LOS for intersections.
2. Aws = All-way Stop; TS = Traffic Signal.
3. Includes the Project ultimate half-section roadway improvements.

Horizon Year

As shown in **Table 17.6**, ***Intersection Analysis for Horizon Year (2040) Conditions***, all area intersections are anticipated to operate at an acceptable LOS during the peak hours with the addition of project traffic and Project ultimate half-section roadway improvements. The intersection operations analysis includes the improvements that would be implemented by the project at the access points and the intersection of Sumner Avenue and Schleisman Road. The intersection operations analysis worksheets for Horizon Year With Project traffic conditions are included in Appendix 7.2 of the Traffic Analysis (Appendix 15-A).

Table 17.6: Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection	Traffic Control[2]	2040 Without Project Conditions				2040 With Project Conditions			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Harrison Ave. at Schleisman Rd.	TS	51.9	33.0	D	C	53.8	33.8	D	C
2	Sumner Ave, at Limonite Ave.	TS	29.9	34.7	C	D	30.3	36.9	C	D
3	Sumner Ave. at 68th St.	AWS	23.5	15.4	C	C	24.8	15.9	C	C
4	Sumner Ave. at Schlesman Rd.	TS[3]	**>200.0**	**>200.0**	**F**	**F**	45.0	50.2	D	D
5	Sumner Ave. at Driveway 1	--/CSS	Future Intersection				12.9	9.9	B	A
6	Sumner Ave. at Orange St.	TS	9.2	8.7	A	A	9.4	8.9	A	A
7	Sumner Ave. at Citrus Ave.	TS	18.1	13.0	B	B	18.3	13.1	B	B
8	Driveway 2 at Schleisman Rd.	--/CSS	Future Intersection				14.1	16.5	B	C
9	Scholar Wy. At Schleisman Rd.	TS	31.7	29.5	D	C	53.4	32.3	D	C

Source: Urban Crossroads, *Sumner Place Traffic Analysis*, April 19, 2021, Table 6-1, p. 60.

Notes:

Bold = LOS does not meet applicable jurisdictional requirements (i.e., unacceptable LOS).

1. Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay of service for the worst individual movement (or movements sharing a single lane) is considered the delay and LOS for intersections.
2. Aws = All-way Stop; TS = Traffic Signal.
3. Includes the Project ultimate half-section roadway improvements.

17(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Determination: Less than Significant Impact

Changes to the CEQA Guidelines Section 15064.3 became effective July 1, 2020, which require all lead agencies to adopt VMT as a replacement for automobile delay-based LOS as the new measure for identifying transportation impacts for land use projects. On June 24, 2020, the City of Eastvale adopted Resolution No. 20-44, which establishes VMT impact thresholds for assessing consistency with CEQA Guidelines Section 15064.3, subdivision (b).

Resolution No. 20-44 states that projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. The following screening criteria are described within the City Guidelines:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

A land use project need only meet one of the above screening criteria to result in a less than significant impact. City Guidelines state that "residential and office projects located within a low VMT-generating area, as identified in the WRCOG screening tool, may be presumed to have a less than significant impact." The City uses the WRCOG screening tool to determine low areas of VMT. The screening tool uses the sub- regional Riverside Transportation Analysis Model (RivTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) with the region. The project's physical location based on parcel number is input into the Screening Tool to determine project generated VMT as compared to the City's impact threshold. The parcel containing the proposed Project was selected and the screening tool was run for the VMT per service population measure of VMT based on the mixed-use nature of the project.

Based on the Screening Tool results, the project is located within a low VMT generating zone. The project resides within TAZ 3175 and was shown to generate 24.22 VMT per service population whereas the City's impact threshold (i.e., County of Riverside General Plan Buildout VMT per service population) is 35.68 VMT per service population. TAZ 3175 includes population, households, and low levels of retail employment which is consistent with the Project's land uses.

Therefore, the proposed project meets the Low VMT Area screening threshold. Therefore, the project would result in a less than significant VMT impact in accordance with VMT guidelines established by the City of Eastvale.

17(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Determination: Less than Significant Impact

The project is located in a developed area of the City, and does not involve any unusual conditions, or hazardous design features, such as sharp curves or dangerous intersections, or incompatible uses. The development would be constructed on a site that is surrounded by existing residential development.

On-Street Angled Parking

A vehicle turning template was overlaid on the site plan at the on-street angled parking on Sumner Avenue. The anticipated turning maneuvers are shown in Exhibit 1-6 of the Traffic Analysis (Appendix 15-A). Vehicles would utilize the 8-foot wide storage area to reverse out of the -parking space without encroaching onto the northbound through lane. As such, northbound through traffic along Sumner Avenue would be unobstructed from vehicles backing out of the parking spaces. As shown on Exhibit 1-6, of the Traffic Analysis the on-street angled parking and the storage area are anticipated to accommodate the turning movements of vehicles as currently designed.

Queuing Analysis

A queuing analysis was conducted along the site adjacent roadways of Sumner Avenue and Schleisman Road at the Project driveways for Horizon Year (2040) traffic conditions to determine

the turn pocket storage length recommendations necessary to accommodate long-term 95th percentile queues and recommend storage lengths for the turning movements shown previously on Exhibit 1-4 and reflected on Exhibit 1-5 of the Traffic Analysis (Appendix 15-A). The analysis was conducted for the weekday AM and weekday PM peak hours using the SimTraffic modeling software. The Horizon Year (2040) queuing results and additional details are provided in Table 17.7, *Queuing Analysis for Horizon Year (2040) Conditions*.

Table 17.7: Queuing Analysis for Horizon Year (2040) Conditions

#	Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable?[1]	
				AM Peak Hour	PM Peak Hour	AM	PM
4	Sumner Ave. at Schleisman Rd.	NBL	190	183	136	Yes	Yes
		WBL	200	157	114	Yes	Yes
5	Driveway 2 at Schleisman Rd.	WBL	200	32	39	Yes	Yes

Source: Urban Crossroads, *Sumner Place Traffic Analysis*, April 19, 2021, Table 7-2, p. 65.
Notes:
1. Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown in this table, where provided.

As shown in Table 17.7, the available storage area would be able to accommodate Horizon Year (2040) With Project 95th percentile queues.

Recommended Improvements

The Traffic Analysis recommended improvements described above would be constructed to be consistent with the identified roadway classifications and respective cross-sections in the City of Eastvale General Plan Circulation and Infrastructure Element. The project driveways (Driveway 1 and 2) and project improvements (i.e., signage, buildings, and landscaping) would be designed in accordance with City standards so that adequate sight distance for drivers entering and exiting the site is maintained. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the project site. With implementation of the Traffic Analysis recommended configuration of the driveways including adjacent roadway and frontage improvements as part of the project design, a less than significant impact would occur.

17(d) Result in inadequate emergency access?

Determination: Less Than Significant Impact with Mitigation Incorporated.

The access and circulation features on the project site would accommodate emergency ingress and egress. As discussed above, the proposed project would provide two access driveways: Driveway 1 on Sumner Avenue is proposed for full access and Driveway 2 on Schleisman Road is

proposed for right-in/right-out/left-in access only. The proposed site access improvements would ensure that access is maintained for fire trucks, police units, and ambulance/paramedic vehicles.

The project is subject to the City's design review to ensure that the project as designed does not temporarily or permanently interfere with the provision of emergency access or with evacuation routes. All emergency access features are subject to and must satisfy the City of Eastvale design requirements and be approved by the Fire Department. During periods when partial road closures are required, the project applicant would be required to implement a temporary Traffic Management Plan (TMP) to minimize temporary impacts to emergency access and evacuation routes during the construction process; refer to **Mitigation Measure TRA-1**. With implementation of **Mitigation Measure TRA-1**, the project would not result in inadequate emergency access and impacts would be reduced to a less than significant level.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

TRA-1 Traffic Management Plan. Prior to the initiation of construction, the project applicant shall prepare a Traffic Management Plan (TMP) for approval by the City of Eastvale Traffic Engineer. The TMP shall comply with state standards set forth in the California Manual of Uniform Traffic Control Devices and include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flag-person to direct traffic during heavy equipment use. The TMP shall specify that one lane of travel in each direction must always be maintained for Sumner Avenue and Schleisman Road throughout project construction. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of **Mitigation Measure TRA-1**, impacts relative to traffic and transportation would be reduced to a less than significant level.

18. 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)?		X		
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? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

DISCUSSION

18(a)(i) 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?

18(a)(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? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Determination: Less Than Significant Impact with Mitigation Incorporated.

Pursuant to AB 52 and SB 18 requirements, the City of Eastvale commenced consultation with the appropriate and potentially affected Tribal Historic Preservation Officers (THPO). City staff is consulting with representatives from the Soboba Band of Luiseño Indians, Gabrieleño Tongva Indian Tribe, and the Gabrieleño Band of Mission Indians – Kizh Nation to discuss the project, including mitigation for potential tribal cultural resources. City Staff anticipates to close consultation with these tribes and incorporate the requested mitigation measures prior to the Planning Commission public hearing. As noted in Section 5, Cultural Resources, the project site contains limited known cultural resources. To mitigate potential impacts to resources that could be discovered during project construction, **Mitigation Measures TCR-1** through **TCR-3** have been developed in coordination with the tribes, City, and applicant. **Mitigation Measures TCR-1** through **TCR-3** would be implemented to reduce potential impacts to tribal cultural resources to less than significant levels.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

TCR-1 **Tribal Monitoring.** Prior to the issuance of a grading permit, the project applicant shall contact the consulting tribe(s) with notification of the proposed grading and shall make a good-faith effort, as determined by the City's Development Director, to 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 the Interior's 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, potholing 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 archaeological resources. The project archaeologist, in consultation with interested

tribes identified above, 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 project applicant and the project archaeologist 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 on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process.

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 applicant shall relinquish the artifacts through one or more of the following methods and provide the City Planning Department with documentation of same:

i. **Reburial on-site.** Accommodate the process for on-site 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.

ii. **Curation.** A curation agreement with an appropriate qualified repository in Riverside County that meets federal standards per 36 Code of Federal Regulations 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 in Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

iii. **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.

iv. **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; and
- All reports produced will be submitted to the City, Eastern Information Center, and consulting tribes.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of **Mitigation Measures TCR-1** through **TCR-3** would ensure that any tribal 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.

19. 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) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

DISCUSSION

19(a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Determination: Less Than Significant Impact.

The project site is served by the following utilities:

- Electricity – Southern California Edison (SCE)
- Water – Jurupa Community Services District (JCSD)
- Sewer – JCSD
- Storm Drain – City of Eastvale
- Cable – Spectrum

- Telephone – AT&T
- Natural Gas – Southern California Gas Company (SoCalGas)

Electric Power, Natural Gas, and Telecommunications

The project site is located in a developed area of the City and is situated within close proximity to existing electric power, natural gas, and telecommunications facilities. Therefore, substantial new utility infrastructure would not be required with project implementation.

Water

The project would require water for the irrigation of landscaped areas. However, it is not expected that water demand would increase substantially with project implementation. Water for the project would be provided by the JCSD and would connect to the existing water main. Therefore, the expansion of off-site water facilities would not be required to serve the project.

Wastewater Treatment

The project is located within the jurisdiction of the Santa Ana RWQCB, which applies requirements to the wastewater treatment facilities owned and operated by treatment providers. An 8-inch sewer line would be installed throughout the project to convey wastewater to a point of connection with an existing 8-inch sewer line on Orange Street (see Appendix 2, *Preliminary Water, Sewer and Storm Drain Plans).* Therefore, the expansion of off-site wastewater facilities would not be required to serve the project.

Storm Drain

The project's stormwater needs are met by the City of Eastvale and the Riverside County Flood Control and Water Conservation District. Storm drains would be installed throughout the project to convey stormwater to two points of connection with an existing 30-inch storm drain on Orange Street. Therefore, the expansion of off-site storm drain facilities would not be required to serve the project.

Wastewater Treatment

The project is located within the jurisdiction of the Santa Ana RWQCB, which applies requirements to the wastewater treatment facilities owned and operated by treatment providers. An 8-inch sewer line would be installed throughout the project to convey wastewater to a point of connection with an existing 8-inch sewer line on Orange Street. Therefore, the expansion of off-site wastewater facilities would not be required to serve the project.

19(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Determination: Less Than Significant Impact.

Water service would be provided to the project site by the JCSD. The JCSD relies predominantly on groundwater and desalinated brackish groundwater from the Chino Groundwater Basin for

its water supply, as described in the City's General Plan.[18] Through a joint powers authority, the JCSD partners with the Chino Desalter Authority, the owner and operator of two water treatment plants (desalters), to treat potable water for the JCSD service area. Each desalter has the current capacity to treat 12 million gallons per day (mgd) of water.

The JCSD estimates water supply availability for normal, single-dry, and multiple-dry year scenarios from 2020 through 2040 in its 2015 Urban Water Management Plan. For all years and all scenarios, anticipated supply exceeds anticipated demand. ***Table 19.1, JCSD Normal and Single-Dry Year Supply and Demand in Acre-Feet per Year (AFY),*** summarizes supply, demand, and excess supply for the normal and single-dry year.

Table 19.1: JCSD Normal and Single-Dry Year Supply and Demand in Acre-Feet per Year (AFY)

	2020	2025	2030	2035	2040
Supply	31,993	36,493	40,993	40,993	40,993
Demand	25,477	28,088	30,968	34,151	37,670
Excess Supply	6,516	8,405	10,025	6,842	3,323
Source: Jurupa Community Services District, 2015 Urban Water Management Plan, Table 7-3.					

The JCSD uses a water demand generation rate of 8,100 gallons per day per gross acre for nonresidential land uses.[19] For high-density residential developments, such as the proposed project, the JCSD estimates approximately 5.16 acre-feet per year (AFY) per acre of development.[20] The residential portion of the project is approximately 7.20 acres. Using this generation rate, the commercial portion project would result in an increase in water demand of 4,131 gallons per day, equivalent to approximately 4.63 AFY. The residential portion of the project would increase water demand by approximately 37.15 AFY, for a total of 41.78 AFY. An increase of 41.78 AFY represents an approximately 0.13 percent increase in demand in comparison to the current (2020) existing and excess supplies. Therefore, impacts would be less than significant.

19(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Determination: Less Than Significant Impact.

[18] City of Eastvale. 2012. General Plan. Page 7-6, Water Supply. https://www.eastvaleca.gov/home/showdocument?id=2360.

[19] Jurupa Community Services District. 2011. Standards Manual for Water and Sewer Facilities. Accessed March 31, 2021. https://www.jcsd.us/business/standards-manual.

[20] Albert Webb & Associates. 2015. JCSD Development Status and Water Demands, TABLE 5-1. https://www.jcsd.us/Home/ShowDocument?id=2736.

Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The Santa Ana RWQCB regulates wastewater discharges in Eastvale, including the project site, and implements the Clean Water Act and the Porter-Cologne Act by administering the NPDES, issuing water discharge permits, and establishing BMPs. Development of the project site would result in wastewater flows that would be collected and treated at the Western Riverside County Regional Wastewater Authority plant, which serves Eastvale.

The proposed project would receive wastewater conveyance services from the JCSD. The JCSD discharges wastewater from this area to the Inland Empire Brine Line (IEBL), which pumps the wastewater to the Orange County Sanitation District (OCSD). The JCSD estimates that wastewater treatment plant capacity is currently 9.8 mgd with the ability to expand to 17 mgd. According to the JCSD Standards Manual, apartment units in Eastvale are estimated to consume an average of 180 gallons of wastewater per day, while commercial and industrial uses in the Eastvale area are estimated to generate an average of 2,000 gallons of wastewater daily per gross acre. Therefore, the proposed project can be expected to contribute 39,680 gallons of wastewater flow to the IEBL and OCSD treatment plant daily.[21]

Since the project would only result in an increase of wastewater flows equal to 0.4 percent of current JCSD capacity,[22] adequate capacity is available to serve the proposed project. A less than significant impact would occur.

19(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Determination: Less Than Significant Impact.

Implementation of the project is anticipated to generate additional solid waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. No landfills are located in Eastvale; however, solid waste services for the City are provided by the El Sobrante Landfill near the City of Corona, approximately 13 miles southeast of the project site. According to the California Department of Resources Recycling and Recovery (CalRecycle), the landfill has a maximum throughput of 16,054 tons per day. This landfill has a maximum permitted capacity of approximately 209.9 million cubic yards, and the landfill has a remaining capacity of approximately 143.9 million cubic yards. The landfill has an expected operational life through 2051.[23]

CalRecycle's waste generation rates estimate a generation rate for commercial uses of 10.53 pounds of waste per employee per day and 12.23 pounds of waste per household per day. Assuming an estimated operational number of employees of ten, the commercial portion of the project would result in 105 pounds of waste daily.[24] Assuming 216 households, the residential

[21] Based on (216 units x 180 daily gallons per unit) + (0.4 acres x 2,000 daily gallons per acre) = 39,680 gallons daily.

[22] Based on 39,680 gallons per day demand ÷ 9,800,000 gallons per day capacity= 0.4 percent.

[23] CalRecycle. n.d. SWIS Facility Detail, El Sobrante Landfill (33-AA-0217). Accessed March 31, 2021. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2256?siteID=2402.

[24] CalRecycle. n.d. Estimated Solid Waste Generation Rates – Commercial Sector Generation Rates. Accessed April 5, 2021. https://www2.calrecycle.ca.gov/wastecharacterization/general/rates.

portion of the project would result in 2,641.7 pounds of waste daily.[25] Considering the capacity of the El Sobrante Landfill, the project would not have a significant impact on local landfill capacity.

All construction activities would be subject to conformance with relevant federal, state, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project's construction-related solid waste impacts are less than significant.

19(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Determination: Less Than Significant Impact.

Refer to Response IV.19(d). The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. As such, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. A less than significant impact would occur.

STANDARD CONDITIONS & REQUIREMENTS

1. 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.

[25] CalRecycle. n.d. Estimated Solid Waste Generation Rates – Residential Sector Generation Rates. Accessed April 5, 2021. https://www2.calrecycle.ca.gov/wastecharacterization/general/rates.

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

DISCUSSION

20(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Determination: Less Than Significant Impact.

The project site is located in a developed urban area surrounded by residential and commercial uses. According to the CalFire Fire Hazard Severity Zone Viewer,[26] and the Adopted State Responsibility Area Fire Hazard Severity Zone Maps,[27] the project site is not located in a zone designated as a Very High Fire Hazard Severity Zone.

Fire protection in Eastvale is provided by RCFD, which operates in coordination with CalFire. The RCFD operates two fire stations in Eastvale: Station #27, located approximately 0.8 miles east of the project site at 7067 Hamner Avenue, and Station #31, located 1.6 miles southwest of the project site at 14491 Chandler Street.

The proposed project would be required to comply with the provisions of the City of Eastvale Emergency Operations Plan, Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan,

[26] CalFire. 2019. Fire and Resource Assessment Program: FHSZ Viewer. Accessed March 31, 2021. https://egis.fire.ca.gov/FHSZ.

[27] CalFire. 2007. Map of CalFire's Fire Hazard Severity Zones in the Local Responsibility Area – Western Riverside County. Accessed March 31, 2021. https://osfm.fire.ca.gov/media/6754/fhszl_map60.pdf.

and the emergency access requirements of the California Fire Code, which include but are not limited to providing access with adjoining uses and providing suitable access for emergency vehicles. In addition, emergency access to the site would be maintained during construction. Impacts would be less than significant.

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

Determination: Less Than Significant Impact.

The project site is generally flat and does not support areas of steep slopes. In addition, the project site is located within an urbanized area of the city, where the risk of wildland fire is decreased. As such, the proposed project would not be located in a critical fire danger zone or adjacent to wildlands subject to wildfires. Urban levels of fire protection would be provided to the project area. In addition, the project would adhere to building codes and any conditions included through review by the RCFD. Impacts would be less than significant.

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

Determination: Less Than Significant Impact.

The project site is located in a developed area of the city and is situated within close proximity to existing electric power, natural gas, and telecommunications facilities. The proposed residential and commercial uses on-site would not include any features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The project would provide access to adjoining uses and suitable access for emergency vehicles. Emergency access to the site would be maintained during construction. Impacts would be less than significant.

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

Determination: Less Than Significant Impact.

The project site is relatively flat with no major changes in elevations. There are no channels or creeks running through the project site. The project site is not located within a 100-year flood hazard area. In addition, there are no known landslides at the project site, nor is the site in the path of any known or potential landslides. Therefore, the project would not expose people or structures to risks involving flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. A less than significant impact would occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

21. 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?		X		
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.)		X		
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

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

DISCUSSION

21(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 in Section IV.4, *Biological Resources*, after implementation of **Mitigation Measures BIO-1** and **BIO-2**, the proposed project would result in less than significant impacts to biological resources. Similarly, as discussed in Section IV.5, *Cultural Resources*, and Section IV.18, *Tribal Cultural Resources*, after implementation of **Mitigation Measures CUL-1, TCR-1, TCR-2,** and **TCR-3**, the proposed project would result in less than significant impacts to human remains, archaeological resources, paleontological resources, and tribal cultural resources.

21(b) Have impacts that are individually limited, but cumulatively considerable?

Determination: Less Than Significant Impact with Mitigation Incorporated.

A significant impact may occur if the project, in conjunction with related projects proposed for development in the City, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. 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.

21(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 the potential to significantly impact humans, with implementation of the identified mitigation measures herein, and standard requirements, these impacts would be less than significant. Therefore, the proposed project would not cause significant adverse direct or indirect impacts to humans.