INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Magnolia Ranch Residential Project
(PROJECT 23-20043)

Project Proponent:

Woodside Homes

Lead Agency:

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

September 2023

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TABLE OF CONTENTS

EXHIBITS

TABLES

APPENDICES

1. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing applications for a Tentative Parcel Map and Major Development Review, referred to as PLN22-20024 (Magnolia Ranch Residential Project), for the development of a 41-unit single-family residential project on approximately 10 acres and located south of Schleisman Road, north of Orange Street, and directly west of Eastvale Elementary School. In addition, the City is processing a pre-application for the project under Senate Bill (SB) 330. PLN22-20024 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 Magnolia Ranch Residential Project (project) site is located in the City of Eastvale, south of Schleisman Road, north of Orange Street, and directly west of Eastvale Elementary School. The project site consists of one approximately 10-acre parcel, identified as Assessor Parcel Number (APN) 152-040-003. The project site is partially developed with one occupied single-family residence, an outbuilding, and a concrete driveway connecting the residence to Orange Street. The regional and local vicinity of the project site are shown in ***Exhibit 1, Regional Vicinity*****,** and ***Exhibit 2, Project Location***.

According to the City's most recent Land Use Map (2019), the project site currently has a land use designation of Medium Density Residential (MDR), with an allowable density range of 2.1 to 5.0 dwelling units per acre [du/ac]. This is consistent with surrounding MDR development to the north and west. According to the City's most recent Zoning Map (2019), the project site is currently zoned Heavy Agriculture (A-2). The properties to the south of the project site are also zoned Heavy Agricultural (A-2). The neighborhoods to the north and west are zoned One Family Dwellings (R-1). However, as discussed under Section C., *Project Description* below, because the project site has a Residential land use designation and is consistent with the objective General Plan standards for the site, the project is not required to obtain approval of a Change of Zone under the provisions of AB 3194 and SB 330.

Land uses surrounding the project have been fully developed with educational facilities (specifically, Eastvale Elementary School to the east and River Heights Intermediate School to the south) and single-family residential neighborhoods consistent with their respective permitted densities and complete with right-of-way improvements such as sidewalks, lighting, and landscaping.

C. PROJECT DESCRIPTION

The project would develop 41 single-family detached residential units on an approximately 10-acre site (8.28 acres of which are developable following public street dedications of 1.72 acres). The density of the proposed project would be 4.95 du/ac, which is within the allowable density range of 2.1 to 5.0 du/ac for MDR uses.

The entitlements are discussed individually in the bulleted list below and illustrated in ***Exhibit 3, Conceptual Site Plan*****.**

- **Tentative Parcel Map:** To subdivide an approximately 10-acre lot (APN 152-040-003) into 41 parcel lots.
- **Major Development Review:** Site planning and architecture for the development of 41 single-family detached residential units.

Prior to project grading and construction, the project would require the vacating and demolition of the existing single-family residence and appurtenant structures onsite. The project applicant is currently in escrow to purchase the property from the existing residential landowner.

Assembly Bill (AB) 3194 and Senate Bill (SB) 330

The City has identified the project site as being subject to SB 330 (the Housing Crisis Act of 2019). In 2021, the City adopted Chapter 120.08, *No Net Loss Program*, in the Eastvale Municipal Code in order to establish an SB 330 compliance density bonus program, in satisfaction of the "no net loss" requirements of SB 330. Projects requesting Density Bonuses through the No Net Loss Program are subject to preliminary application processing as specified in Eastvale Municipal Code Chapter 120.08, in addition to environmental analysis under CEQA.

Under the streamlining provisions of AB 3194 and SB 330, a housing development cannot be required to rezone the property if it is consistent with the objective General Plan standards for the property. The public agency may require the housing development to comply with the objective zoning code standards applicable to the property, but only to the extent they facilitate the development at the density allowed by the General Plan.[1,2]

Development Concept

The single-family residential development would consist of 41 five-bedroom units ranging from 2,833 square feet (SF) to 3,153 SF. All units constructed would be two stories. The total building coverage would be approximately 139,371 SF with a gross building area of approximately 112,384 SF. The maximum building height of the residences would be 27 feet.

Amenities within the development would include an approximately 27,803 SF common area with picnic seating area, coffee table with seating, a central lawn area with real turf, corn hole play area, a trail, and a dog station. Two paseos would be provided onsite including a 63-foot-wide paseo with a native succulent garden walk in the central portion of the project site, and a 30-foot-wide paseo that would extend along the easterly property line and would include an easement in favor of the City of Eastvale to provide a public trail connection between Schleisman Road and Orange Steet. A pedestrian connection located between lots 9 and 10 would provide a trail connection for residents to access a future linear park along Schleisman Road.

[1] Best, Best and Krieger, LLP. 2022. https://www.bbklaw.com/news-events/insights/2019/legal-alerts/10/sb-330-limits-local-laws-over-housing-developments Accessed June 21, 2022.

[2] Holland & Knight. 2019. https://www.hklaw.com/en/insights/publications/2018/10/californias-2019-housing-laws-what-you-need-to-kno

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 Grading and Drainage Plan***.

- *Water and Sewer*. Water and sewer services would be provided to the project by the Jurupa Community Services District (JCSD).
- *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).
- *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, as described in detail in Section 4.17, *Transportation*, of this IS/MND. The project would be subject to the City's Development Impact Fee (DIF) fee program and the Western Riverside Council of Governments' (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program and would be required to pay the requisite DIF and TUMF fees at the rates then in effect pursuant to the DIF and TUMF ordinances.

As shown in ***Exhibit 3, Conceptual Site Plan***, on-site access/circulation would be provided via one driveway entrance located at Orange Street. Interior streets would be designed with a 56-foot right-of-way based on City standards with a 36-foot curb-to-curb section with parking on both sides. A 5-foot sidewalk and 5-foot landscaped area with street trees would be implemented.

Parking

Resident parking for the project would include a total of 222 parking spaces as follows: 2 garage spaces per dwelling unit; 2 driveway spaces per dwelling unit; and 58 parallel on-street spaces.

The project would exceed the City's minimum parking requirement of 82 spaces (2 spaces per dwelling unit) by 140 spaces, in accordance with Chapter 5, *Development Standards*, of the City's Zoning Code. Refer to ***Exhibit 3, Conceptual Site Plan***.

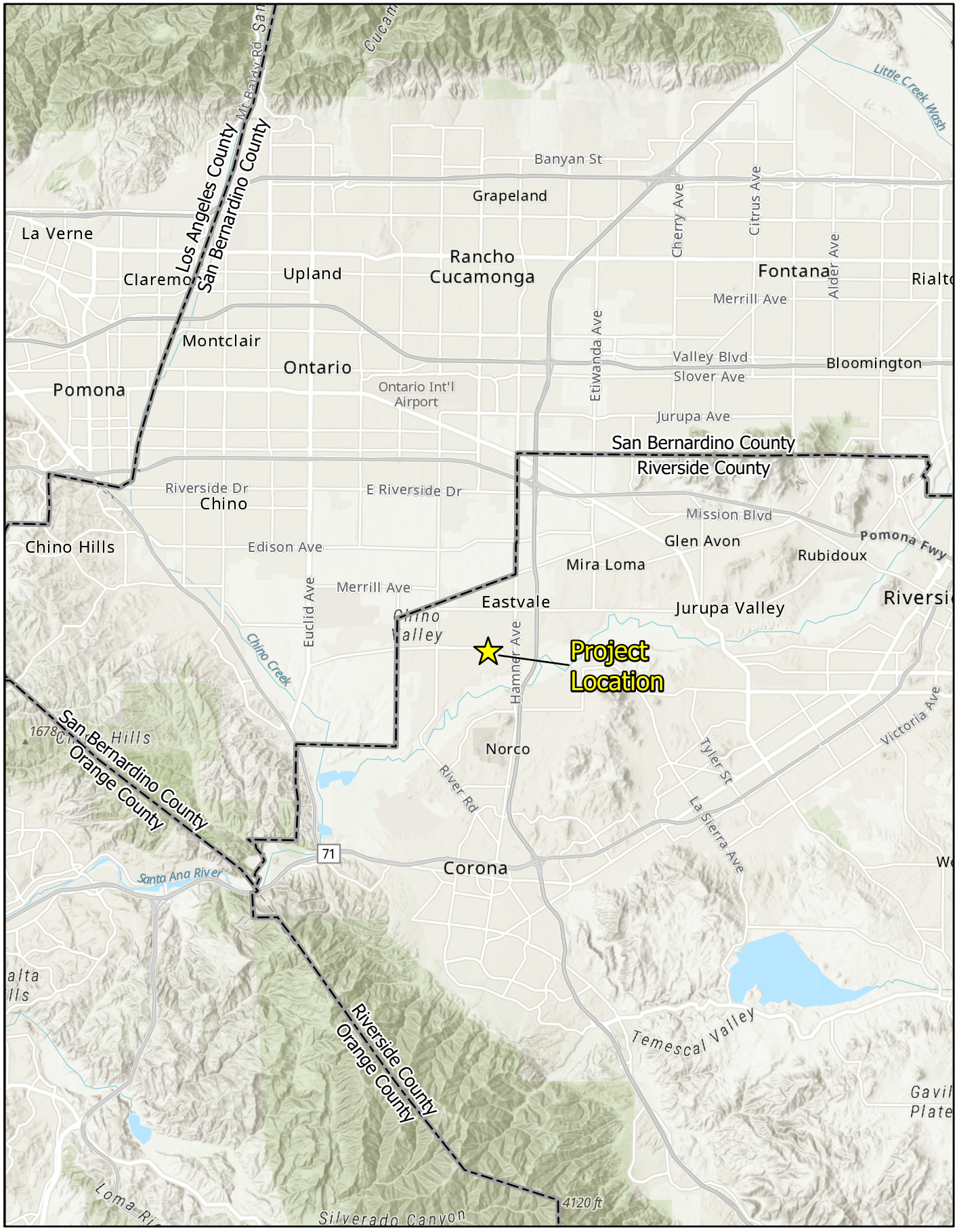
Landscaping

Ornamental water-efficient landscaping, including a variety of trees, shrubs, vines and ground cover and would be installed throughout the project site. A native succulent garden walk with decomposed granite, tree nooks for shade trees, aromatic citrus trees, and Adirondack seating would also be implemented in the central portion of 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.* Of the total 360,676 SF (8.28 acre) developable area on the project site, the total landscape coverage would be approximately

125,815 SF, equating to approximately 47.9 percent of the project site. Refer to ***Appendix 3, Conceptual Landscape Plan*****.**

Project Construction and Phasing

The project would be constructed in a single phase. Construction of the proposed project is anticipated to start around May 2024 and would be completed by July 2027.



MAGNOLIA RANCH RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Michael Baker INTERNATIONAL

0 2.5 5 Miles

Source: ESRI

Exhibit 1

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Michael Baker INTERNATIONAL

0 125 250 Feet

Source: ESRI

MAGNOLIA RANCH RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Location

Exhibit 2

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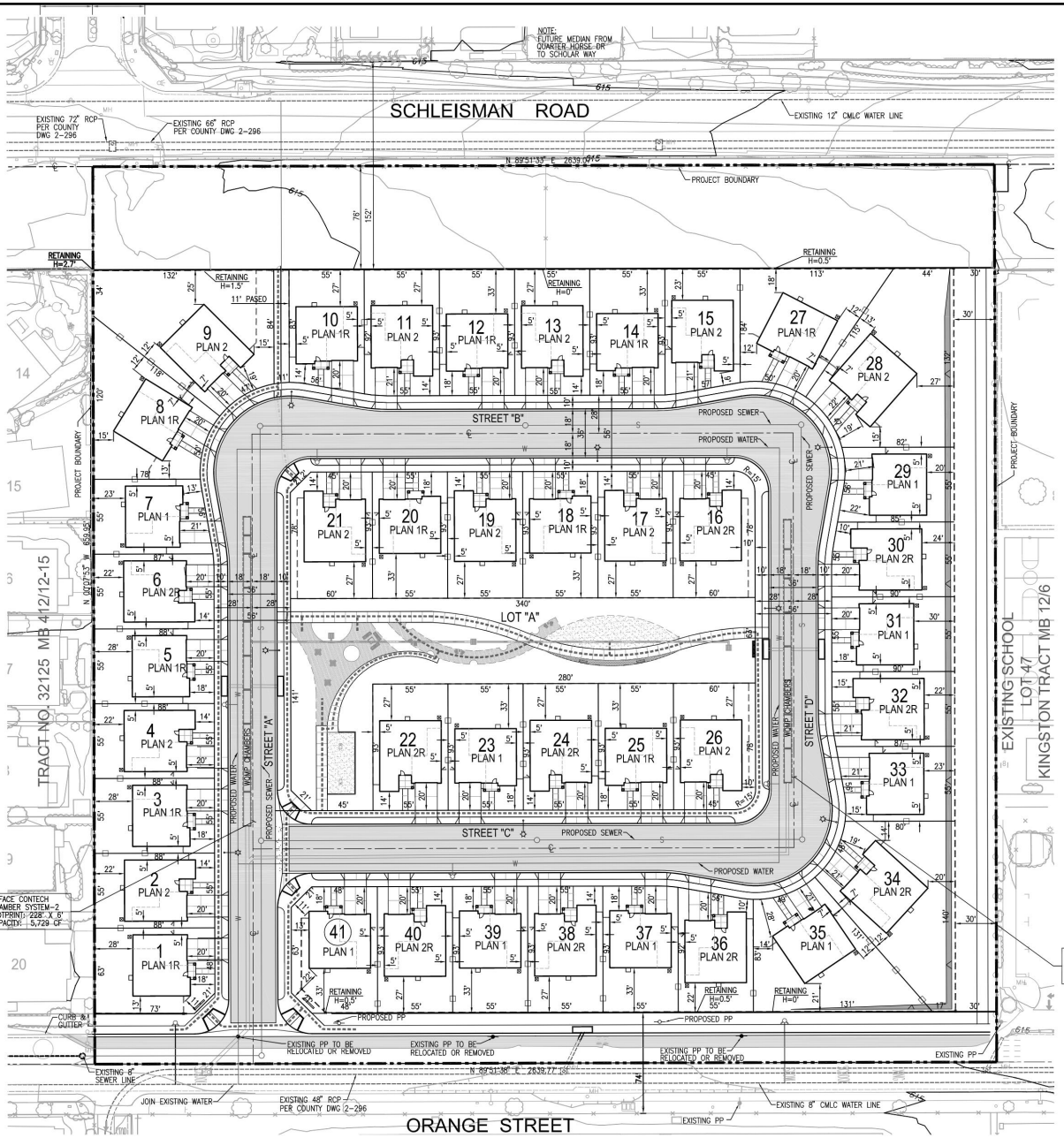

MAGNOLIA RANCH RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Site Plan

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Allard Engineering

Exhibit 3

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2. 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 Eastvale 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 Eastvale Municipal Code.

B. Physical Setting

The project site consists of approximately 10 acres located south of Schleisman Road, north of Orange Street, and directly west of Eastvale Elementary School. Schleisman Road is classified as a 6-lane Urban Arterial in the General Plan Circulation and Infrastructure Element, with three lanes of travel in each direction. The project site consists of one parcel, identified as APN 152-040-003, which is partially developed with one occupied single-family residence, an outbuilding, and a concrete driveway connecting the residence to Orange Street. The site topography can be considered as relatively flat terrain with elevations ranging from approximately 618 to 622 feet above mean sea level.

Land uses surrounding the project have been fully developed with educational facilities (specifically, Eastvale Elementary School to the east and River Heights Intermediate School to the south) and single-family residential neighborhoods consistent with their respective permitted densities and complete with right-of-way improvements such as sidewalks, lighting, and landscaping.

3. ENVIRONMENTAL CHECKLIST FORM

A. Project Information

1.	**Project Title:**	Magnolia Ranch Residential Project
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**	Jamie K. Cerda, Senior Planner (951) 703-4432
4.	**Project Location**	South of Schleisman Road, north of Orange Street, and directly west of Eastvale Elementary School (APN 152-040-003).
5.	**Project Sponsor Name and Address**	Woodside Homes Kori Liston 11870 Pierce Street, Suite 250 Riverside, CA 92505
6.	**General Plan Designation Existing**	Medium Density Residential (MDR)
	General Plan Designation Proposed	N/A
7.	**Zoning Existing**	Heavy Agriculture (A-2)
	Zoning Proposed	N/A
8.	**Description of Project**	Tentative Parcel Map, and Major Development Review, for the development of a 41-unit single-family residential project on approximately 10 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	A-2, Heavy Agriculture
	South	Land Use Designation	MDR, Medium Density Residential
		Zoning	A-2, Heavy Agriculture
	West	Land Use Designation	MDR, Medium Density Residential
		Zoning	R-1, One-Family Dwellings
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 4.18, *Tribal Cultural Resources*, of this IS/MND 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

Gustavo Gonzales,
Community Development Director

Date

4. ENVIRONMENTAL ANALYSIS

4.1 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	

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.[3] Views of the project site are not afforded from SR-91 due to intervening

[3] California Department of Transportation State Scenic Highway System Map. nd. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa Accessed May 17, 2022.

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. The project site consists of one parcel, which is partially developed with one occupied single-family located at the center of the project site. The project site also includes an outbuilding and a concrete driveway connecting the residence to Orange Street. The site is surrounded by single-family residential development to the north and west, and by educational facilities to the south and east. 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.

The proposed project includes the demolition and removal of the existing single-family residence and appurtenances, storage buildings, and concrete driveway and foundations, followed by grading and construction of a 41-unit single-family residential development. The project would include installation of right-of-way improvements, including sidewalk, street lighting, and landscaping along Orange Street. The architectural design of the project (as illustrated in ***Appendix 1, Architectural Plan Set***), would adhere to the requirements of General Plan Policy DE-34, which requires that new project designs 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 Orange Street and Schleisman Road, streetlights, exterior lighting on surrounding development and sports fields associated with River Heights Intermediate School to the south, and reflection from windows and roofs on the surrounding development.

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 the lights from the traffic along Orange Street and Schleisman Road. Therefore, no adverse light or glare impacts to adjacent properties would result from temporary construction activities.

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 development. Adherence to State and local standards and regulations would reduce impacts to a less than significant level. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the proposed project:					
	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 (DOC) Important Farmland Finder Map, the proposed project and surrounding areas are designated as Urban and Built-Up Land.[4] In addition, no agricultural uses are currently supported on the project site. Therefore, 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 partially developed with one occupied single-family residence. The properties to the east and south of the project site are also zoned Heavy Agricultural (A-2). The neighborhoods to the north and west are zoned One Family Dwellings (R-1). However, because the project site has a Residential land use designation and is consistent with the objective General Plan standards for the site, the project is not required to obtain approval of a Change of Zone under the provisions of SB 330.

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.

[4] California Department of Conservation. n.d. Important Farmland Finder website. Accessed May 17, 2022. https://www.conservation.ca.gov/dlrp/fmmp.

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

Determination: No Impact.

Refer to Response 4.2(c). No impact would occur in this regard.

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 4.2(a) through 4.2(d). Less than significant impacts would occur in this regard.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4.3 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 *Air Quality, Energy and Greenhouse Gas Emissions Impact Analysis Magnolia Ranch Residential Project, City of Eastvale* (Air Quality, Energy and Greenhouse Gas Evaluation) prepared by Vista Environmental, dated July 26, 2022, provided as **Appendix 4** 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 is 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 criteria 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 in 2016 or increments based on the year of project buildout and phase.

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

Based on the air quality modeling analysis contained in Section 9.1 of the Air Quality, Energy 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, Energy and Greenhouse Gas Evaluation also found that long-term operations impacts would not result in significant impacts based on the SCAQMD local and regional thresholds of significance; refer to Responses 4.3(b) and 4.3(c).

Therefore, the proposed project would not 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. The project would be consistent with the first criterion in this regard.

Criterion 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 zoned Heavy Agricultural (A-2). The properties to the east and south of the project site are also zoned Heavy Agricultural (A-2). The neighborhoods to the north and west are zoned One Family Dwellings (R-1). However, because the project site has a Residential land use designation and is consistent with the objective General Plan standards for the site, the

project is not required to obtain approval of a Change of Zone under the provisions of SB 330, as discussed further in Section 4.11, *Land Use and Planning*, of this IS/MND.

The SCAQMD acknowledges that strict consistency with all aspects of the AQMP is not required in order 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 act 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.

Construction Impacts

Short-term project-related construction activities would have the potential to generate air emissions. The construction-related criteria pollutant emissions for each phase are shown below in ***Table 3.1, Construction-Related Regional Criteria Pollutant Emissions*** and in ***Table 3.2, Construction-Related Local Criteria Pollutant Emissions***. As shown in ***Table 3.1*** and ***Table 3.2***, none of the project's short-term construction emissions would exceed regional or local SCAQMD criterial pollutant thresholds. Therefore, construction-related air quality impacts would be less than significant.

Table 3.1: Construction-Related Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (Year 2022)[1]						
Onsite[2]	2.64	25.72	20.59	0.04	1.43	1.18
Offsite[3]	0.08	0.64	0.76	<0.01	0.26	0.08
Total	**2.72**	**26.36**	**21.35**	**0.04**	**1.69**	**1.26**
Site Preparation (Year 2023)[1]						
Onsite[2]	3.83	41.88	18.29	0.06	9.23	5.16
Offsite[3]	0.07	0.25	0.74	<0.01	0.24	0.07
Total	**3.90**	**42.13**	**19.03**	**0.06**	**9.47**	**5.23**
Grading (Year 2023)[1]						
Onsite[2]	3.91	41.69	28.08	0.07	5.20	2.83
Offsite[3]	0.13	2.46	1.39	0.01	0.65	0.20
Total	**4.03**	**44.15**	**29.46**	**0.09**	**5.85**	**3.03**
Building Construction (Year 2023)						
Onsite	1.57	14.38	16.24	0.03	0.70	0.66
Offsite	0.34	1.27	3.46	0.01	1.14	0.32
Total	**1.91**	**15.65**	**19.71**	**0.04**	**1.84**	**0.97**
Combined Year2025 Building Construction, Paving, and Architectural Coatings						
Onsite	47.60	24.19	32.60	0.05	1.14	1.07
Offsite	0.43	1.31	4.36	0.02	1.50	0.41
Total	**48.03**	**25.50**	**36.96**	**0.07**	**2.64**	**1.48**
Maximum Daily Construction Emissions	**48.03**	**44.15**	**36.96**	**0.09**	**9.47**	**5.23**
SCQAMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Vista Environmental. *Air Quality, Energy and Greenhouse Gas Emissions Impact Analysis Magnolia Ranch Residential Project, City of Eastvale*, July 26, 2022, Table M – *Construction-Related Regional Criteria Pollutant Emissions*

Notes:

[1] Demolition, Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

[2] Onsite emissions from equipment not operated on public roads.

[3] Offsite emissions from vehicles operating on public roads.Source: CalEEMod Version 2020.4.0.

Table 3.2: Construction-Related Local Criteria Pollutant Emissions

Construction Phase	Pollutant Emissions (pounds/day)[1]			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition[2]	25.80	20.69	1.46	1.19
Site Preparation[2]	41.91	18.39	9.26	5.17
Grading[2]	42.00	28.25	5.28	2.86
Building Construction (Year 2023)	14.54	16.68	0.84	0.70
Combined Building Construction (Year 2025, Paving and Architectural Coatings	24.35	33.15	1.33	1.12
Maximum Daily Construction Emissions	**42.00**	**33.15**	**9.26**	**5.17**
SCAQMD Localized Significant Thresholds[3]	**237**	**1,469**	**10**	**7**
Exceeds Threshold?	No	No	No	No

Source: Vista Environmental. *Air Quality, Energy and Greenhouse Gas Emissions Impact Analysis Magnolia Ranch Residential Project, City of Eastvale*, July 26, 2022, Table N – *Construction-Related Local Criteria Pollutant Emissions.*

Notes:

1. The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (onroad trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.
2. Demolition, Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
3. The nearest offsite sensitive receptors to the project site are single-family homes located as near as 25 feet (8 meters) west of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
   Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 22, Norco/Corona.

Operational Impacts

Operation of the proposed project would result in a long-term but insignificant increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the proposed project.

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 project's Traffic Analysis (**Appendix 11**) found that the proposed project would generate approximately 388 trips per day.

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.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site.

Project Impacts

The worst-case summer or winter VOC, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ daily emissions created from the proposed project's long-term operations have been calculated and are summarized below in **Table 3.3, *Operations-Related Regional Criteria Pollutant Emissions*** and in **Table 3.4, *Operations-Related Local Criteria Pollutant Emissions.*** As shown in **Table 3.3** and **3.4**, a less than significant regional air quality impact would occur from operation of the proposed project.

Table 3.3: Operations-Related Regional Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources[1]	3.10	0.04	3.38	<0.01	0.02	0.02
Energy Usage[2]	0.03	0.29	0.12	<0.01	0.02	0.02
Mobile Sources[3]	1.21	1.66	11.78	0.03	2.79	0.76
Total Emissions	**4.34**	**1.99**	**15.28**	**0.03**	**2.83**	**0.80**
SCQAMD Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: Vista Environmental. *Air Quality, Energy and Greenhouse Gas Emissions Impact Analysis Magnolia Ranch Residential Project, City of Eastvale*, July 26, 2022, Table O – *Operational Regional Criteria Pollutant Emissions*.
Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, hearths (no hearths included in project) and landscapingequipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust.Source: Calculated from CalEEMod Version 2020.4.0.

Table 3.4: Operations-Related Local Criteria Pollutant Emissions

	Pollutant Emissions (pounds/day)			
Onsite Emission Source	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.04	3.38	0.02	0.02
Energy Usage	0.29	0.12	0.02	0.02
Mobile Sources[1]	0.21	1.47	0.35	0.09
Total Emissions	**0.54**	**4.97**	**0.39**	**0.13**
SCAQMD Localized Significant Thresholds[2]	**237**	**1,469**	**3**	**2**
Exceeds Threshold?	No	No	No	No

Source: Vista Environmental. *Air Quality, Energy and Greenhouse Gas Emissions Impact Analysis Magnolia Ranch Residential Project, City of Eastvale*, July 26, 2022, Table P – *Operations-Related Local Criteria Pollutant Emissions.*
Notes:
[3] Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.
[2] The nearest sensitive receptors to the project site are single-family homes located as near as 25 feet (8 meters) west of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two and five acres in Air Monitoring Area 22, Norco/Corona.

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.

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 4** 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.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. The project site is located in Source Receptor Area (SRA) 22, which covers the Norco and Corona areas to the San Bernardino County and Orange County Lines.

The nearest sensitive receptors to the project site are single-family residences that are located as near as 25 feet west of the project site. The nearest structure at Eastvale Elementary School (to the east) is a covered lunch area that is as near as 25 feet east of the project site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Based on this criterion and as calculated in ***Table 3.2*** and ***Table 3.4***, above, construction and operation of the proposed project would create a less than significant construction-related impact in regard to LSTs and that no mitigation would be required.

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),[5] 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.

Operational Impacts

Project-related air 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

[5] 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.

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 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 project's Traffic Analysis (**Appendix 11**) showed that the project would generate a maximum of approximately 388 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.

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.[6] 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.

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

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. The following measure shall be incorporated into project plans as implementation of SCAQMD Rule 402:
    - A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
2. The following measures shall be incorporated into project plans as implementation of SCAQMD Rule 403:
    - All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
    - The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
    - The contractor shall ensure that traffic speeds on unpaved roads and in project site areas are reduced to 15 mph or less.
3. The following measure shall be incorporated into project plans as implementation of SCAQMD Rule 1113:
    - In order to limit the volatile organic compound (VOC) content of architectural coatings used in the SCAB, architectural coatings shall be no more than a low VOC default level of 50 grams per liter (g/L) unless otherwise specified in the SCAQMD Table of Standards.
4. All applicable measures shall be incorporated into project plans as implementation of SCAQMD Rule 1403 if asbestos is found during the demolition of existing structures.

MITIGATION MEASURES

No mitigation is required.

4.4 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 *Biological Resources Assessment Eastvale Orange Street Residential Development Project, City of Eastvale, Riverside County, California* (Biological Resources Assessment), prepared by FirstCarbon Solutions, dated May 31, 2022, and as provided as Appendix 5 of this IS/MND.

Environmental Setting

Existing development on the project site includes a ranch-style single-family home. The property includes a large driveway and a front yard south of the main structure as well as an open-faced barn and several corrals located north of the main structure. Fenced fallow pastures dominate most of the property, presumably for grazing livestock. The vegetation found in these areas

consists of low-growing ruderal vegetation and non-native grasses. The fields show evidence of frequent disturbance from mowing, evidenced by tire tracks and vegetation that does not exceed more than a few inches in height. The project site is surrounded by urban development in all directions, including single-family residential homes located to north and west, and an elementary school and an intermediate school located to the east and south, respectively

The majority of the project site consists of ruderal fields, formerly used for pasturing livestock. The vegetation on the site shows evidence of recent mowing. Species observed on-site included redstem filaree (*Erodium cicutarium*), pineapple weed (*Matricaria discoidea*), cheeseweed (*Malva parviflora*), turkey mullein (*Croton setiger*), common horseweed, and Russian thistle. Non-native grasses observed included foxtail barley (*Hordeum jubatum*) and Mediterranean grass (*Schismus barbatus*).

Ornamental vegetation can be found within the front yard of the existing residence, including hedges, bird of paradise flower (*Strelitzia reginae*), two Italian cypress trees (*Cupressus sempervirens*), three Mexican fan palm trees (*Washingtonia robusta*), a lemon tree (*Citrus limon*), and a cherry tree (*Prunus avium*). 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 on the project site.

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 Biological Resources Assessment, the disturbed state of the project site does not provide suitable habitat for any special-status species recorded in the California Natural Diversity Database (CNDDB) or California Native Plant Society (CNPS) searches due to the lack of natural vegetation communities and on-going man-made disturbance in the form of mowing. Therefore, no special-status plant species are expected to occur on the project site.

Sensitive Wildlife Species

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, 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.

The project site contains many small burrows all less than 3 inches in diameter, which are too small to be occupied by burrowing owl. (Burrowing owls typically require a burrow opening of at least 4 inches in diameter). However, the lack of suitably-size burrows does not preclude this species from occurring on-site, as burrowing owl may still utilize the site for foraging and are still capable of colonizing the project site. However, because the field survey was conducted outside of the burrowing owl breeding season (February 1–August 31), the possibility that burrowing owl could be present in the project vicinity cannot be entirely ruled out.

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 pre-construction survey prior to ground-disturbing activities. With implementation of **Mitigation Measure BIO-1**, impacts to burrowing owl would be less than significant.

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. The project site contains several ornamental trees and bird houses present on-site that could provide suitable habitat for a variety of species of nesting birds.

Construction activities that occur during the avian nesting season (generally February 1 to August 31) could disturb nesting sites for bird species protected under the Fish and Game Code or MBTA. The removal of existing ornamental trees and bird houses during the nesting season could result in direct harm to nesting birds, while noise, light, and other man-made disturbances may cause nesting birds to abandon their nests.

Implementation of **Mitigation Measure BIO-2**, which requires a pre-construction 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 Biological Resources Assessment, 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 Biological Resource Assessment, 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.

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. However, the project site does contain several ornamental trees and bird houses that could provide suitable habitat for a variety of species of nesting birds.

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 pre-construction survey to determine the presence/absence, location, and status of any active nests on or adjacent to the project site. If the pre-construction 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.

The project site is located within the boundaries of Western Riverside County MSHCP. According to the RCA MSHCP Information Map. The project site lies within a MSHCP survey area for burrowing owl and narrow endemic plants including San Diego ambrosia, Brand's phacelia, and San Miguel savory. Therefore, the proposed project is subject to the procedures outlined in the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*. Based on the Biological Resources Assessment findings, it is recommended that pre-construction surveys be conducted prior to any ground disturbance to avoid direct take of burrowing owls, as described in **Mitigation Measure BIO-1**.

Due to the disturbed/developed state of the project site, none of the plant species listed above are likely to occur on-site and focused surveys for these species are not recommended. However, **Mitigation Measure BIO-3**, which requires the project applicant to prepare a separate MSHCP Consistency Analysis report, is required to ensure the project would not conflict with the provisions of the MSHCP. With the implementation of **Mitigation Measure BIO-3,** the proposed project would not conflict with the provisions of the MSHCP and impacts would be reduced to less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. 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 The project shall conduct focused burrowing owl pre-construction surveys as follows:

1. No more than 30 days prior to the first ground-disturbing activities, the project applicant shall retain a qualified Biologist to conduct a pre-construction survey of the project site. The survey shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance

with the California Department of Fish and Wildlife (CDFW) and Western Riverside County Regional Conservation Authority (RCA) survey guidelines.

2. On the parcel where the activity is proposed, the Biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and burrowing owl. The survey shall take place near sunrise or sunset in accordance with the CDFW and RCA guidelines. All burrows or burrowing owl shall be identified and mapped. During the breeding season (February 1–August 31), surveys shall document whether burrowing owl are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), surveys shall document whether burrowing owl are using habitat on or directly adjacent to any disturbance area. Survey results shall be valid only for the season during which the survey is conducted.
3. If burrowing owl are not discovered, further mitigation is not required. If burrowing owl are observed during the pre-construction surveys, the applicant shall perform the following measures to limit the impact on the burrowing owls:
    A. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified Biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1-January 31), the project applicant shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone.
    B. If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Burrowing owl shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any burrowing owl inside the burrow.

BIO-2 The project applicant shall employ protective measures for active bird nests as follows (including pre-construction survey and implementation of avoidance buffer, if found):

1. Removal of trees shall be limited to only those necessary to construct the proposed project as reflected in the relevant project approval documents. It is recommended that a Biologist make sure the bird houses are not occupied and then block access to the bird houses for the duration of construction to avoid attracting nesting birds.

2. If construction occurs during the nesting season (February 1 to August 31), pre-construction surveys shall be conducted within 14 days prior to tree removal to determine whether or not active nests are present.
3. If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately-sized avoidance buffer based on the species and anticipated disturbance level. A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s).
4. The qualified Biologist shall monitor the active nest during construction activities to prevent any potential impacts that may result from the construction of the proposed project, until the young have fledged.

BIO-3 Prior to the issuance of a grading permit, the project applicant shall prepare and submit a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis report to City of Eastvale to document the project's consistency with the goals, objectives, and requirements of the MSHCP.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of **Mitigation Measures BIO-1, BIO-2,** and **BIO-3,** as well as adherence to the standard conditions and requirements, the project would comply with the requirement of the MSHCP and the MBTA. Compliance would reduce impacts to less than significant levels.

4.5 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 *Phase I Cultural Resources Assessment Orange Street Residential Development Project City of Eastvale, Riverside County, California* (Cultural Resources Assessment) prepared by FirstCarbon Solutions, dated May 31, 2022, and provided as **Appendix 6** 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: No Impact.

The Cultural Resources Assessment 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 within a 0.5-mile radius of the project area. The records search was conducted by the Eastern Information Center (EIC) of the California Historical Resources Information System at the University of California, Riverside.

Historical Resources Search Results

One linear historic resource has been recorded within a 0.5-mile radius north of the project area (P-33-016681) and no resources are located within the project boundaries. In addition, there are 12 area-specific survey reports on file with the EIC, three of which (RI-05049, RI-04980, and RI-05052) transect the northern boundary of the proposed project site, indicating that portions of the project site have been previously surveyed.

The records search results also indicated that the directories checked (including the National Register of Historic Places [NRHP], California Register of Historic Resources [CRHR], California Historical Landmarks (CHL) list, the California Points of Historical Interest [CPHI] list, and the

California Built Environment Resource Directory [BERD] for Riverside County), showed that there were no listed properties within the project area.

Historical Mapping and Photographs

A review of 13 historical aerial photographs depicting the project site from 1938 to 2016 indicate that the project site and the surrounding lands remained generally undeveloped and used for agricultural purposes until approximately 1994. Between 1967 and 1994, a homestead was built within the boundaries of the project site. The images from 1938 to 2002 depict gradual residential development surrounding the project site. Sometime after 1995, the surrounding area became more urbanized with construction of the Eastvale Elementary School east of the project site and River Heights Intermediate School located south of the project site.

Pedestrian Survey Results

No archaeological resources were identified during the pedestrian survey of the project area. There is a residential property on site, which according to the County of Riverside Assessors Office is under 50 years of age and thus ineligible for inclusion on the CRHR and should not be considered a potential historic resource under CEQA.

Sacred Lands File Results

A Sacred Lands File search was sent to the Native American Heritage Commission (NAHC) and a response was received indicating the results of their search was positive for the presence of tribal cultural resources (TCRs). The NAHC provided a list of 22 tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential tribal cultural resources that may be affected by the proposed project are addressed, a letter containing project information requesting any additional information was sent to each tribal representative on February 5, 2020. A response from the Agua Caliente Band of Cahuilla Indians tribe was received on March 10, 2021, indicating that the project is not located within the Tribe's Traditional Use Area and defer to the other tribes ethnographically associated with the project site. No other responses have been received to date.

Conclusion

No historical resources were identified as part of the Cultural Resources Assessment conducted for the project. Therefore, no impact relative to historical resources would occur.

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.

No archaeological resources were identified in the records searches or during the pedestrian survey. However, the positive results from the Sacred Lands Files search, and overall poor visibility across the project site increases the possibility that historic and prehistoric cultural resources may be encountered during the course of project construction. Based on the Cultural Resources Assessment, the potential for the proposed project to have an adverse effect on archaeological resources is considered to be moderate. As such, in accordance with the Cultural

Resources Assessment, the project would comply with the recommendation that a qualified Archaeologist who meets the Secretary of Interior's Professional Qualification Standards for Archaeology perform an inspection of the project site following grubbing, ground clearing, and demolition, and prior to any grading or project-related ground disturbance.

Based on the Cultural Resources Assessment, full-time archaeological monitoring is not recommended at this time. 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 a less than significant level.

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 Environment 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 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 a less than significant level.

4.6 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 *Air Quality, Energy and Greenhouse Gas Emissions Impact Analysis Magnolia Ranch Residential Project, City of Eastvale* (Air Quality, Energy and Greenhouse Gas Evaluation) prepared by Vista Environmental, dated July 26, 2022, provided as **Appendix 4** of this IS/MND.

EXISTING CONDITIONS

Electricity

Electricity would be provided to the project by SCE. SCE provides electric power to more than 15 million persons, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Natural Gas

Natural gas would be provided to the project by SoCalGas. SoCalGas is regulated by the California Public Utilities Commission (CPUC), which regulates natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

Transportation Energy Resources

The project would attract additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the project patrons and employees via commercial outlets. The transportation sector emits 41 percent of the total GHGs in the State and about 84 percent of smog-forming oxides of nitrogen (NO_x). Petroleum comprises about 92 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels.

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 CPUC, California Energy Commission (CEC), California Air Resources Board (CARB), and all other State agencies to incorporate that policy into all relevant planning.
- California Assembly Bill (AB) 1493 enacted on July 22, 2002, required the California Air Resources Board (CARB) to develop and adopt regulations that reduce greenhouse gases (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) were developed in an effort to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of GHGs to 1990 levels by 2020.

Construction Impacts

Construction is expected to commence around December 2022 and is anticipated to last approximately 18 months. Project construction would be completed in one phase. Staging of construction vehicles and equipment would occur on-site.

The proposed project would consume energy resources during construction in three (3) general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery and haul truck trips (e.g. hauling of material to disposal facilities);
2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power; and,
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction-Related Energy

During construction, the proposed project would consume electricity to construct the proposed residences. Electricity would be supplied to the project site by SCE and would be obtained from the existing electrical lines in the vicinity of the project site. The use of electricity from existing

power lines rather than temporary diesel or gasoline powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Overall, construction activities associated with the proposed project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Since there are currently power lines in the vicinity of the project site, it is anticipated that only nominal improvements would be required to SCE distribution lines and equipment with development of the proposed project. Compliance with City's guidelines and requirements would ensure that the proposed project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the project. Construction of the project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity. Therefore, a less than significant impact would occur relative to construction-related energy usage.

Construction-Related Natural Gas

Construction of the proposed project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support construction activities, thus there would be no demand generated by construction. Since there is currently natural gas service in the vicinity of the project site, construction of the proposed project would be limited to installation of new natural gas connections within the project site. Development of the proposed project would likely not require extensive infrastructure improvements to serve the project site. Construction-related energy usage impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, the proposed project would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the project site and on-road automobiles transporting workers to and from the project site and on-road trucks transporting equipment and supplies to the project site.

The off-road construction equipment fuel usage was calculated, which found that construction of the proposed project would consume 15,057 gallons of gasoline and 67,935 gallons of diesel

fuel. This equates to 0.001 percent of the gasoline and 0.05 percent of the diesel used annually in Riverside County. As such, the construction-related petroleum use would be nominal, when compared to current countywide petroleum usage rates.

Construction activities associated with the proposed project would be required to adhere to all State and SCAQMD regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the proposed project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Therefore, a less than significant impact would occur relative to construction-related petroleum fuel use.

Operational Impacts

The on-going operation of the proposed project would require the use of energy resources for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment and vehicle trips.

Operations-Related Electricity

Operation of the proposed project would result in consumption of electricity at the project site. As discussed in the Air Quality, Energy and Greenhouse Gas Evaluation, the proposed project would consume 53,083 kilowatt-hours per year of electricity. This equates to 0.0003 percent of the electricity consumed annually in the County of Riverside. As such, the operations-related electricity use would be nominal, when compared to current electricity usage rates in the County.

It should be noted that the proposed project would be required to meet the 2019 Title 24, Part 6 building energy efficiency standards that have been developed to meet the State's goal of zero-net-energy use for new homes. The zero net energy use would be achieved through a variety of measures to make new homes more energy efficient and by also requiring installation of photovoltaic systems of adequate size to generate enough electricity to meet the zero-net energy use standard. As discussed in the Air Quality, Energy and Greenhouse Gas Evaluation, the size of the PV system required for the project pursuant to the 2019 Title 24 standards was calculated and it was concluded that the proposed project would need to install at least 112.4 Kilowatts of photovoltaic panels within the proposed project. Although, the CalEEMod model found that with implementation of the 2019 Title 24 Part 6 standards, that the proposed project would continue to utilize a nominal amount of power, it should be noted that the electricity usage and emission rates utilized by the CalEEMod model are based on regional average usage rates for existing homes, which were not all built to the most current Title 24 Part 6, standards, so the CalEEMod model provides a conservative or worst-case analysis of electricity use from the proposed project. Therefore, it is anticipated the proposed project would be designed and built to minimize

electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed project's electricity demand. Thus, impacts with regard to electrical supply and infrastructure capacity would be less than significant.

Operations-Related Natural Gas

Operation of the proposed project would result in increased consumption of natural gas at the project site. As discussed in the Air Quality, Energy and Greenhouse Gas Evaluation, the proposed project would consume 1,160 million British thermal units (MBTU) per year of natural gas, which equates to 0.003 percent of the natural gas consumed annually in Riverside County. As such, the operations-related natural gas use would be nominal, when compared to current natural gas usage rates in the County.

It should be noted that, the proposed project would comply with all federal, State, and City requirements related to the consumption of natural gas, that includes CCR Title 24, Part 6 *Building Energy Efficiency Standards* and CCR Title 24, Part 11: *California Green Building Standards.* The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the proposed project would be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the proposed project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant.

Operations-Related Vehicular Petroleum Fuel Usage

Operation of the proposed project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the project site. As discussed in the Air Quality, Energy and Greenhouse Gas Evaluation, the proposed project would consume 46,681 gallons of gasoline per year from vehicle travel. This equates to 0.004 percent of the gasoline consumed annually in Riverside County. As such, the operations-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates.

It should be noted that, the proposed project would comply with all federal, State, and City requirements related to the consumption of transportation energy that includes California Code of Regulations Title 24, Part 10 California Green Building Standards that require that all new garages to install electrical panels of adequate size to support the installation of electric vehicle charging systems. Therefore, it is anticipated the proposed project would be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be sufficient to support the proposed project's demand. Thus, impacts with regard transportation energy supply and infrastructure capacity would be less than significant.

Conclusion

In conclusion, the proposed project would comply with regulatory compliance measures outlined by the State and City related to air quality, GHG emissions, transportation/circulation, and water supply. Additionally, the proposed project would be constructed in accordance with all applicable

City Building and Fire Codes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

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 proposed project's consistency with the applicable energy-related policies in the General Plan is evaluated in the Air Quality, Energy and Greenhouse Gas Evaluation, which concluded that the project would not conflict with the City's local plans for renewable energy or energy.

Access to/from the project site would occur from existing roads and, as a result, 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 (ISTEA) because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and Title 24 energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code 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.

In conclusion, the proposed project does not conflict with or obstruct a State or local plan for renewable energy or energy efficiency because the proposed project complies with the energy related policies in the General Plan, complies with applicable State laws, and does not obstruct any future plans for renewable energy or energy efficiency projects. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4.7 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 *Geotechnical and Infiltration Evaluation for Proposed Single- and Multi-Family Residential Development Assessor's Parcel Number 152-040-003 Eastvale, Riverside County, California* (Geotechnical Evaluation), prepared by Geo Tek, Inc., dated January 28, 2021, and provided as **Appendix 7** 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 Evaluation, 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 5 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 2022 California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. Construction of the project would also be required to comply with current seismic design parameters and all other recommendations as contained in the Geotechnical Evaluation to ensure structural integrity 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 and all other recommendations as contained in the Geotechnical Evaluation. Compliance with these parameters would require proposed residential homes 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 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.

[7] California Geological Survey *Earthquake Zones of Required Investigation* interactive web map; accessed April 12, 2022; https://maps.conservation.ca.gov/cgs/EQZApp/

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 entire site as having a high liquefaction potential.[8] The State of California has not prepared liquefaction hazard maps for this area.

Groundwater was not encountered within the exploratory borings performed for the Geotechnical Evaluation. Based on the lack of water encountered in the borings and a review of the groundwater information contained on the State Department of Water Resources Water Data Library website, it was estimated that the depth to high groundwater at the project site is about 50 feet below grade.

Based on the presence of alluvial soils, and an estimated high groundwater depth of 50 feet and the "high" liquefaction potential for the site, an assessment of the liquefaction potential was performed for the Geotechnical Evaluation. The results of this analysis indicate that project site soils are not susceptible to liquefaction upon application of the design earthquake.

Furthermore, dry settlement potential of project site soils was also evaluated to assess the potential settlement of the unsaturated soils resulting from seismic activity. The results of the analysis indicated a seismic dry settlement estimation of less than 0.5 inch and was recommended for a seismic differential seismic settlement of 0.25 inch over a 40-foot span be considered for incorporation into design grading/compaction stage. Based on the estimated magnitude of seismic settlement, mitigation and/or special foundation design is not considered warranted. A copy of the liquefaction and seismic settlement analysis is presented in Appendix D of the Geotechnical Evaluation.

Infiltration

According to the Geotechnical Evaluation, soils from borings primarily consisted of clayey sand, silt, clay and silty sand within the 20 to 51.5-foot depth below grade

8 Riverside County Map My County interactive mapping website; accessed May 12, 2022; https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public

surface. The sandy soils were noted to possess a relative density ranging from dense to very dense and the silty/clayey soils generally possessed a stiff to hard consistency.

Groundwater was not encountered within exploratory borings performed for the Geotechnical Evaluation. Based on the lack of water encountered in the borings and a review of the groundwater information contained on the State Department of Water Resources Water Data Library website, it is estimated that the depth to high groundwater at the site would be at 50 feet below grade. Based on this depth to water, groundwater-related problems are not expected during or after construction.

However, it is possible that seasonal variations (temperature, rainfall, etc.) will cause fluctuations in the groundwater level. Additionally, perched water may be encountered at shallow depths following extensive rain events. If shallow perched water is encountered, the Geotechnical Evaluation thus anticipates that such an occurrence can be managed through with the installation of conventional sump pumps.

Therefore, impacts relative to seismic-related ground failure, liquefaction, and infiltration would be less than significant.

iv) Landslides?

Determination: No 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. No impact would occur.

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

Determination: Less Than Significant Impact.

Proposed construction activities would include demolition an existing residence, clearing the site of debris and/or vegetation, soil excavation, grading, asphalt paving, residential home 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 the existing residence, 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.

Refer to Discussion 7a)iii and 7a)iv, above. Based on the low liquefaction and landslide potential, depth to groundwater, and flat topography, the project site is not considered to be located on a geologic unit or soil that is unstable or could become unstable as a result of the project. A less than significant impact would occur.

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.

Expansion Index (EI) testing performed on representative samples collected from the project site and has indicated the project site soils possess a "very low" to "low" expansion potential. The results of the EI testing are included in Appendix B of the Geotechnical Evaluation. The Geotechnical Evaluation recommended for foundation elements for the proposed residential homes to composed of entirely engineered fill soils and should be designed in accordance with the CBC. Therefore, with the project conditioned to adhere to this recommendation, impacts in regard to expansive soils would be reduced to 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 is dominated by northwest-trending faults and adjacent anticlinal uplifts. The intervening deep synclinal troughs are filled with poorly consolidated Upper Pleistocene and unconsolidated Holocene sediments. Tectonism of the region is dominated by the interaction of the East Pacific Plate and the North American Plate along a transform boundary. 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 Evaluation, project site soils consisted primarily of clayey sand, silt, clay and silty sand within the 20 to 51.5-foot depth below grade surface. 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 Eastvale 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 project-specific Geotechnical Evaluation.

MITIGATION MEASURES

None required.

4.8 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 *Air Quality, Energy and Greenhouse Gas Emissions Impact Analysis Magnolia Ranch Residential Project, City of Eastvale* (Air Quality, Energy and Greenhouse Gas Evaluation) prepared by Vista Environmental, dated July 26, 2022, provided as **Appendix 4** of this IS/MND.

Background

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 420 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[9] 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.

[9] 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 and 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, the California Air Resources Board (CARB) has the primary responsibility for reducing GHG emissions.
- Senate Bill 32 and Assembly Bill 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.
- California Air Resources Board 2017 Scoping Plan: 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 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 California's Global Warming Solutions Act of 2006 (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 2020.4.0 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 557.29 $MTCO_2e$ per year. 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

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Area Sources	0.69	<0.01	0.00	0.71
Energy Usage	71.30	<0.01	<0.01	71.72
Mobile Sources	429.05	0.02	0.02	435.88
Solid Waste	4.87	0.29	0.00	12.07
Water and Wastewater	9.85	0.07	<0.01	12.13
Construction	24.48	<0.01	<0.01	24.78
Total Emissions	**540.25**	**0.39**	**0.02**	**557.29**
SCAQMD Draft Threshold				**3,000**
Exceed Threshold?				**No**

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 proposed project would not conflict with an applicable greenhouse gas reduction plan, policy or regulation. The applicable plan for the proposed project is the Eastvale General Plan, which provides guidance for the City's future development and includes policies related to greenhouse

gas emissions, refer to ***Table 8.2, Proposed Project Compliance with Applicable General Plan GHG Policies***, below. The proposed project would be consistent with each of the applicable policies, as demonstrated by ***Table 8.2***.

Additionally, as discussed above, the proposed project's total emissions do not exceed the SCAQMD draft threshold of 3,000 $MTCO_2e$ per year and is 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.

Table 8.2: Proposed Project Compliance with Applicable General Plan GHG Policies

Policy No.	General Plan Policy	Proposed Project Implementation Actions
AQ-18	Support local, regional, and Statewide efforts to reduce emissions of greenhouse gases linked to climate change.	**Consistent.** The proposed homes are required to be designed to meet Title 24 Part 6 Energy Efficiency Standards that require all new homes to be designed to be net zero energy usage that is achieved through the installation of PV solar panels, which will minimize the usage of carbon energy sources.
AQ-19	Analyze and mitigate, to the extent feasible, potentially significant increases in greenhouse gas emissions during project review, pursuant to the California Environmental Quality Act.	**Consistent.** As detailed above in Section 4.8, Impact 8(a), the proposed project was found to create less than significant levels of GHG emissions.
AQ-20	Continue to support the planting and maintenance of trees in the community to increase carbon sequestration.	**Consistent.** The Landscape Plan for the proposed project has been designed to incorporate as many trees as possible within the proposed project.

STANDARD CONDITIONS & REQUIREMENTS

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 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) - requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020
- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (Senate Bill [SB] 375)
- 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 (Appliance Efficiency Regulations) – establishes energy efficiency requirements for appliances

- Senate Bill 100 (SB 1078) – requires that 100 percent of retail sales of electricity be generated from renewable or zero-carbon sources, by December 2045

MITIGATION MEASURES

None required.

4.9 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* (Phase I ESA) prepared by Hillman Consulting LLC, dated January 27, 2021, and provided as **Appendix 8** 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 (i.e., 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.

Existing Conditions

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 of contaminated soil, soil vapor, or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

According to the Phase I ESA, site reconnaissance revealed no evidence of the following on the project site: hazardous substances; drums; chemical containers; underground storage tanks (USTs) or aboveground storage tanks (ASTs); interior stains or corrosion due to hazardous substance/petroleum products spills/releases; floor drains or sump pits; pits, ponds, lagoons, or standing water/pools of liquid; or onsite solid waste dumping. A septic system is present and utilized for onsite disposal of sanitary sewage, most likely located adjoining to the north of the residential structure. A pump system for a water well was observed at the southeastern portion of the project site. No visual observations indicative of a potential environmental concern were noted on the adjoining properties. In addition, a database records search of the Environmental

Data Resources (EDR) radius map revealed there are no potential historical high-risk uses at or in the vicinity of the project site.

Based on research of historical aerial photographs and topographical maps conducted for the Phase I ESA, the project site is described as being undeveloped, vacant land, with agricultural use from approximately 1931 through 1989, and residential use occurring after 1990. The project site is partially developed with one occupied single-family residence, an outbuilding, and a concrete driveway connecting the residence to Orange Street.

Construction Impacts

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.

Operational Impacts

The Phase I ESA revealed no evidence of recognized environmental conditions (RECs) in connection with the project site. Due to the previous agricultural uses discussed above, soil borings and samples were conducted onsite as part of the Phase I ESA due to the potential for soil contamination due to historic applications of pesticides. The samples were submitted for laboratory analysis of organo-chlorine pesticides (OCP) by U.S. Environmental Protection Agency (USEPA) Method 8081A, and analysis of Title 22 Metals by EPA Method 6010B as recommended by DTSC guidance. The results identified Heptachlor Epoxide pesticide from composite sample P17-20 at 0.027 mg/kg concentration, well below the 0.07 mg/kg screening limit for residential soils. No other OCPs were detected, as well as no elevated levels of heavy metals. Therefore, the Phase I ESA concluded that the historic usage of the project site as orchards/agricultural land is not considered to be a REC.

As discussed previously, based on the Phase I ESA conducted for the project, there is an existing onsite septic system and water well. However, prior to the proposed development, the existing onsite septic system would be removed and disposed of, and the existing onsite water well would be properly abandoned. Therefore, upon removal of the septic system and water well, potential hazardous materials impacts relative to operation of the project 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: Less Than Significant Impact.

There are three existing schools within one-quarter mile of the proposed project site: Eastvale Elementary School at 13031 Orange Street, immediately adjacent to the east of the project site; River Heights Intermediate School at 7227 Scholar Way, immediately adjacent to the east of the project site. The nearest high school is Roosevelt High School, at 7401 Scholar Way, approximately 0.3-mile south of the project site. However, operation and maintenance of the proposed project would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, the proposed project would not result in impacts related to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. A less than significant impact would occur in this regard.

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 I ESA prepared for the proposed project, the project 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, located approximately 3 miles northwest of the project site. According to Exhibit CH-6, *Compatibility Factors Map*, of the Riverside County Airport Land Use Compatibility Plan Policy Document (ALUCP), 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.

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 4.17, *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. Proposed off-site roadway improvements, as required by the City Public Works Department, include streetscape improvements along Schleisman Road and Orange Street. Furthermore, 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 the "Standard Conditions and Requirements" discussion in Section 4.17, *Transportation,* of this IS/MND. Therefore, 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: No Impact.

As discussed in Section 4.20, *Wildfire,* the project site is located in a developed urban area surrounded by residential and educational facility 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). No impact would occur in this regard.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4.10 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 following: *APN No. 152-04-0003 Riverside County 13175 Orange Street SFR Preliminary Drainage Report* (Hydrology Study) prepared by Allard Engineering July 12, 2023, provided as **Appendix 9A** of this IS/MND; and the *Project Specific Water Quality Management Plan* (WQMP) prepared by Allard Engineering, dated July 12, 2023, provided as **Appendix 9B** 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 USEPA 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 earthmoving activities. These potential pollutants could damage downstream waterbodies. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one 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 best management practices (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 4.9, *Hazards and Hazardous Materials,* of this IS/MND. Compliance with such measures would prevent such substances from entering downstream water bodies via stormwater runoff and adversely affect 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 onsite storm drain inlets, landscaping/outdoor pesticide use, refuse areas, and plazas, sidewalks, and parking lots. As a result, the WQMP includes permanent and operational source control BMPs in Appendix 8, *Source Control Pollutant Sources/Source Control Checklist*, of Appendix 9B. These BMPs include, but are not limited to, the construction of on-site storm drain inlets, landscape planning and maintenance, storm drain signage, and private street sweeping. With implementation of these BMPs, the project's impacts to water quality would be less than significant.

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 one occupied single-family residence, an outbuilding, and a concrete driveway connecting the residence to Orange Street. Project development would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. Groundwater was not encountered within the exploratory borings performed for the Geotechnical Evaluation (Appendix 7). Based on the lack of water encountered in the borings and a review of the groundwater information contained on the State Department of Water Resources Water Data Library website, the Geotechnical Investigation estimated depth to high groundwater at the site is about 50 feet below grade, therefore, the project is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge during or after construction.

The project site is not currently used for groundwater recharge purposes. Water for the project would be provided by 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*, approximately 144,271 SF of impervious surfaces and approximately 216,406 SF of pervious surfaces would be created as a result of project development.

The project site currently contains roughly 78,200 SF of impervious concrete surfaces. Although the project would result in an increase in impervious surfaces (184 percent increase), the

proposed project overall would not substantially alter the existing drainage pattern of the site. As shown in the project's WQMP Exhibit **(Appendix 9B),** catch basins in Street A (adjacent to Lot 5) and Street D (adjacent to Lot 31) will convey runoff to underground retention/infiltration chambers in the public right-of-way to infiltrate and treat a total of 10,467 cubic feet of runoff with a drawdown rate of approximately 34-38 hours. Once the Infiltration/Retention Chamber Systems reach their capacity, the overflow will drain out using storm drain pipes from the Chamber System and will be conveyed to the frontage street (Orange Street) via the proposed 30" storm drain lateral onsite and finally conveyed to the existing City storm drain system (48" RCP) in Orange Street via 30" lateral.

As discussed in Response 4.10(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 4.10(c)(i) above.

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 Responses 4.10(c)(i) above. On-site stormwater runoff associated with the project would be engineered to be conveyed through public street improvements and onsite infiltration to dispose of stormwater. Additionally, with required implementation of a 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.

4(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 48-inch RCP mainline storm drain system located on Orange Street. The proposed onsite drainage system conveys runoff to the existing storm drain system south of the site which is also consistence with the existing drainage pattern. 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, proposed on-site storm drain inlets, drain lines, catch basins, underground infiltration/retention chambers, front yard typical/onsite landscaping and streetscape landscaping to Orange Street would assist in minimizing 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.[10] 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 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.

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

Determination: Less Than Significant Impact.

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 (Basin Plan) 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.

The California Department of Water Resources (DWR) has initiated a technical process called Basin Prioritization, which utilizes the best available data and information to classify California's 515 groundwater basins into one of four categories high-, medium-, low-, or very low-priority, based on eight components that are identified in the California Water Code Section 10933(b). Each basin's priority determines which provisions of California Statewide Groundwater Elevation Monitoring (CASGEM) and the Sustainable Groundwater Management Act (SGMA) apply. SGMA requires medium- and high-priority basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term

[10] Federal Emergency Management Agency. n.d. National Flood Hazard Layer Viewer. Accessed May 13, 2022. https://www.fema.gov/national-flood-hazard-layer-nfhl.

sustainability. Based on a search of the DWR's online SGMA Basin Prioritization Dashboard, the project site is located in a groundwater basin area designated as "low and very low."[11]

As described in Response 4.10(c)(i) above, the project would install underground infiltration/retention chambers to satisfy the requirements of the NPDES permit. The proposed chambers would be designed to infiltrate, filter, and treat a total of 10,467 cubic feet of runoff with a drawdown rate of approximately 34-38 hours.

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 an existing 8-inch potable water line in Orange Street and could utilize an existing 12-inch potable water lines in Schleisman Road if needed for pressure, 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 General Construction Permit (CGP), which requires the preparation, approval, and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.
2. The project is subject to the Riverside County Storm Water Permit, also issued by the Santa Ana RWQCB (Order No. R8-2010-003, NPDES No. CAS 618033, as amended by R8-2013-0024, NPDES No. CAS618033) for discharges into the Municipal Separate Storm Sewer Systems (MS4S) draining the county.
3. The project applicant will be required to prepare a final WQMP for the project, with BMPs incorporated in the plan.

MITIGATION MEASURES

None required.

[11] California Department of Water Resources SGMA Basin Prioritization Dashboard. Nd. https://gis.water.ca.gov/app/bp-dashboard/final/ Accessed August 9, 2022.

4.11 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.

SB 330

The City has identified the project site as being subject to SB 330 (the Housing Crisis Act of 2019). In 2021, the City adopted Chapter 120.08, *No Net Loss Program*, in the Eastvale Municipal Code in order to establish a SB 330 compliance density bonus program, in satisfaction of the "no net loss" requirements of SB 330. Projects requesting Density Bonuses through the No Net Loss Program are subject to preliminary application processing as specified in Eastvale Municipal Code Chapter 120.08, in addition to environmental analysis under CEQA.

Under the streamlining provisions of SB 330, a housing development cannot be required to rezone the property if it is consistent with the objective General Plan standards for the property.

The public agency may require the housing development to comply with the objective zoning code standards applicable to the property, but only to the extent they facilitate the development at the density allowed by the General Plan.[12]

Because the proposed project has completed both the preliminary application as required by Eastvale Municipal Code Chapter 120.08 and the environmental analysis contained in this IS/MND, the project is consistent with the provisions of SB 330 and a less than significant impact would occur.

General Plan

The project site is currently designated by the Eastvale General Plan as Medium Density Residential (MDR) and is bounded by MDR land uses on all sides. The density of the proposed project would be 4.95 du/ac, which is within the allowable density range of 2.1 to 5.0 du/ac for land with the MDR land use designation. As such, the project is consistent with the General Plan and impacts would be less than significant.

Zoning Code

The project site is zoned Heavy Agricultural (A-2). The properties to the east and south of the project site are also zoned Heavy Agricultural (A-2). The neighborhoods to the north and west are zoned One Family Dwellings (R-1). However, because the project site has a Residential land use designation and is consistent with the objective General Plan standards for the site, the project is not required to obtain approval of a Change of Zone under the provisions of SB 330, as described above.

The proposed project has been designed to meet the regulations of the Residential zoning. The project would comply with the minimum lot standards for area, width, and depth, as well as height, floor area ratio, and setback regulations. As such, the project would be consistent with the Zoning Code and impacts would be less than significant.

Conclusion

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, Local Coastal Program, or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

[12] Best, Best and Krieger, LLP. 2022. https://www.bbklaw.com/news-events/insights/2019/legal-alerts/10/sb-330-limits-local-laws-over-housing-developments Accessed June 21, 2022.

4.12 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.[13] The project site, as with the majority of City, are mapped as Mineral Resource Zone 3 (MRZ-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 4.12(a), above. No mineral resources are anticipated within the project area. No impact would occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

[13] Riverside County General Plan Update, Chapter 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, Accessed May 17, 2022.

4.13 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 *Magnolia Ranch Residential Project Noise Impact Analysis* (Noise Impact Analysis) prepared by Vista Environmental, dated July 26, 2022, provided as **Appendix 10** of this IS/MND. Refer to the Noise Impact Analysis for a complete discussion regarding noise metrics fundamentals.

DISCUSSION

Multiple regulations pertaining to noise apply to the project including the following, which are described in detail in the Noise Impact Analysis:

- Governor's Office of Planning and Research Noise Element Guidelines: Includes recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise.
- City of Eastvale General Plan Noise Element contains multiple policies relative to noise impacts that are applicable to the project.
- Eastvale Municipal Code Section 8.52.020, *Exemptions;* Section 8.52.040, *General Sound Level Standards;* and Section 120.05.130, *Noise, Odor and Vibration Performance Standards*, are applicable to the project.

EXISTING CONDITIONS

Existing Ambient Noise Levels

Existing ambient noise within the proposed project area is generally characterized by vehicle traffic on Schleisman Road that is adjacent to the north side of the project site and from Orange Street that is adjacent to the south side of the project site. There is also noise created from Eastvale Elementary School, adjacent to the east side of the project site.

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.

The nearest sensitive receptors to the project site are the single-family homes that are located as near as 25 feet west of the project site. The nearest structure at Eastvale Elementary School is a covered lunch area that is as near as 25 feet east of the project site.

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 Community Noise Equivalent Level (CNEL).

dBA = A-weighted decibel

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?

Determination: Less Than Significant Impact with Mitigation Incorporated.

Construction Impacts

The construction activities for the proposed project are anticipated to include: demolition of the existing ranch house with barn and associated fencing and facilities for livestock/horses; site preparation and grading; construction of 41 single-family homes; paving of onsite roads and road improvements to the portion of Orange Street that is adjacent to the project site; and application of architectural coatings.

Noise impacts from construction of the proposed project have been analyzed through use of the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). ***Table 13.2: Construction Equipment Noise Emissions and Usage Factors,*** below, provides a list of the construction equipment anticipated to be used for each phase of construction that was obtained from the *Air Quality, Energy, and Greenhouse Gas Impact Analysis Magnolia Ranch Residential Project* (Air Quality Analysis), prepared by Vista Environmental, July 26, 2022.

Table 13.2: Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)[2]
Demolition		
Concrete/Industrial Saw	20	90
Excavator	40	85
Rubber-Tired Dozer	40	85
Site Preparation		
Rubber-Tired Dozer	40	85
Crawler Tractor	40	84
Grading		
Excavator	40	85
Grader	40	85
Rubber-Tired Dozer	40	85
Scraper	40	85
Crawler Tractor	40	84
Building Construction		
Crane	16	85
Forklift (Gradall)	40	85
Generator	50	82
Crawler Tractor	40	84
Front End Loader	40	80
Backhoe	40	80
Welder	40	73
Paving		
Paver	50	85
Paving Equipment	50	85
Roller	20	85
Architectural Coating		
Air Compressor	40	80

Source: Vista Environmental. Noise Impact Analysis. July 26, 2022. Table H.
Notes: 1 = Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday
2 = Lmax = maximum noise levels; dBA = A-weighted decibel

Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are the single-family homes that are located as near as 25 feet west of the project site. The nearest structure at Eastvale Elementary School is a covered lunch area that is as near as 25 feet east of the project site.

Section 8.52.020(9) of the City's Municipal Code exempts construction noise that occurs between 6:00 AM and 6:00 PM June through September and between 7:00 AM and 6:00 PM October through May. However, General Plan Policy N-23, requires that infill development projects to prepare a Construction Noise Mitigation Plan prior to obtaining a grading permit. As such, as a standard condition, the project would require the use temporary noise barriers, designated equipment staging areas, limits on idling and the required use of mufflers on all construction equipment. Refer to the "Standard Conditions and Requirements" discussion below.

The City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby sensitive receptors. In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, Federal Transit Agency (FTA) construction noise criteria thresholds were utilized in the project's construction noise level calculations, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at any of the nearby homes and school. Construction noise levels at the nearest sensitive receptor by phase are shown in ***Table 13.3, Construction Noise Levels at the Nearest Sensitive Receptor***, below. Based on the Noise Impact Analysis, and as shown in ***Table 13.3***, the greatest noise impacts would occur during the grading phase, with a noise level as high as 72 dBA L_{eq} at the school to the east and 67 dBA L_{eq} at the nearest homes to the west. ***Table 13.3*** also shows that none of the construction phases would exceed the FTA noise standard of 80 dB at the nearby homes or school. Therefore, through adherence to the allowable construction times detailed in Section 8.52.020(9) of the Municipal Code and through implementation of the standard condition and requirement that requires the preparation of a construction-related noise mitigation plan, prior to the issuance of the grading plan for the proposed project, the proposed project would not create a substantial temporary increase in ambient noise levels from construction of the proposed project. Construction-related noise impacts would be less than significant.

Table 13.3: Construction Noise Levels at the Nearest Sensitive Receptor

Construction Phase	Construction Noise Level (dBA L_{eq}) at:	
	Nearest Homes to the West[1]	Nearest School to the East[2]
Demolition	65	70
Site Preparation	66	71
Grading	67	72
Building Construction	65	70
Paving	60	65
Painting	52	57
FTA Construction Noise Threshold[3]	**80**	**80**
Exceed Threshold?	**No**	**No**

Source: Vista Environmental. Noise Impact Analysis. July 26, 2022. Table M.

Notes: 1 = The nearest homes to the west are located as near as 340 feet from the center of the project site. 5 dB of estimated shielding was included to account for the 6 to 7 foot high CMU wall on the west side of the project site.

2 = The nearest school structure to the east is located as near as 340 feet from the center of the project site.

3 = The FTA Construction noise thresholds are detailed above in Table B of the Noise Impact Analysis.

Operational Impacts

Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways. In addition, the proposed development would be adjacent to Schleisman Road and adjacent to Eastvale Elementary School, which may create exterior and interior noise levels in excess of City standards at the proposed homes. Both the off-site noise impacts to nearby existing homes and the on-site noise impacts to proposed homes were analyzed separately, discussed below.

Off-Site Traffic Noise Impacts

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway; therefore, the proposed project's potential off-site noise impacts are focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

The Noise Impact Analysis analyzed the proposed project's potential off-site traffic noise impacts for the existing year, opening year 2024, and future year 2040 scenarios. The Noise Impact Analysis concluded that the proposed project's permanent roadway noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds under any of the above scenarios. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels and a less than significant impact would occur in this regard.

On-Site Traffic Noise Impacts

The proposed development would be adjacent to Schleisman Road to the north and adjacent to Eastvale Elementary School to the east, which may create exterior and interior noise levels in excess of City standards at the proposed homes. The roadway noise impacts and non-transportation noise impacts have been analyzed separately below.

Non-Transportation Noise Impacts to Proposed Homes

The noise impacts from Eastvale Elementary School are controlled by General Plan Policy N-7 that provides the City's standards for maximum exterior non-transportation noise levels. For the proposed single-family homes, General Plan Policy N-7 provides a noise standard of 60 dBA between 7 AM to 10 PM and 50 dBA between 10 PM to 7 AM at the exterior of the proposed single-family homes.

Based on the Noise Impact Analysis, an ambient noise measurement of 56.2 dBA L_{eq} between 7 AM to 10 PM and 49.1 dBA L_{eq} between 10 PM to 7 AM is applicable to the school. As such, the noise created from the outdoor areas of the school are below the City's non-transportation exterior noise standards for single-family homes provided in General Plan Policy N-7. Therefore, the non-transportation noise impacts created from the school to the proposed homes would be within the City noise standards. Impacts would be less than significant.

Roadway Noise Impacts to Proposed Homes

The north side of the proposed development would be adjacent to Schleisman Road. General Plan Policy N-6 requires exterior noise levels for new residential uses to be mitigated to the levels shown above in ***Table 13.1*** above, that shows the "Completely Compatible" noise standard of less than 60 dBA, "Tentatively Compatible" 60 to 70 dBA, "Normally Incompatible" 70 to 75 dBA, and "Completely Incompatible" greater than 75 dBA. General Plan Policy N-11 requires developers of new residential uses where the noise exceeds the "Completely Compatible" noise standard to ensure acceptable exterior and interior noise levels. General Plan Policy N-10 details that the maximum acceptable interior noise level from roadway noise sources is 45 dBA CNEL.

It is anticipated that the primary source of noise impacts to the project site would be traffic noise from Schleisman Road that is adjacent to the north side of the project site. The proposed homes would also experience some background traffic noise impacts from the proposed project's internal roadways and from Orange Street that is adjacent to the south side of the project site. As the traffic on these local streets would consist of low traffic volumes at slower speeds, the traffic noise from these roads would not make a significant contribution to the noise environment. As such, the noise levels from these roads were not analyzed. The exterior and interior noise impacts to the proposed homes have been analyzed separately below.

Exterior Noise Impacts to Proposed Homes

The anticipated exterior noise levels have been calculated for the backyards of representative homes that are adjacent to Schleisman Road. The calculated noise levels for backyards that are adjacent to Schleisman Road are shown below in ***Table 13.4: Proposed Homes Exterior Noise Levels from Schleisman Road. Table 13.4*** shows that without a sound wall, noise levels at all of the backyards adjacent to Schleisman Road would exceed the City's residential exterior noise

standard of 60 dBA CNEL. This would be considered a significant impact. Therefore, the project would be required to implement **Mitigation Measure NOI-1**, which requires construction of a minimum 6.5-foot-high concrete masonry unit (CMU) wall on the north side of all backyards that are adjacent to Schleisman Road. As shown in ***Table 13.4***, above, with implementation of **Mitigation Measure NOI-1**, the proposed homes exterior noise levels would be within the City's 60 dBA CNEL residential exterior noise standard and impacts would be reduced to a less than significant level.

Table 13.4: Proposed Homes Exterior Noise Levels from Schleisman Road

Building Number	Exterior Noise Level Without Sound Walls (dBA CNEL)	Exceed City's 60 dBA CNEL Threshold?	Exterior Noise Level With 6.5-Foot-High Sound Wall (dBA CNEL)	Exceed City's 60 dBA CNEL Threshold?
9	68.1	Yes	59.1	No
11	68.1	Yes	59.3	No
13	68.1	Yes	59.6	No
15	68.2	Yes	60.0	No
17	68.1	Yes	59.9	No

Source: Vista Environmental. Noise Impact Analysis. July 26, 2022. Table Q.

Interior Noise Impacts to Proposed Homes

To assess the interior noise levels, the same proposed homes analyzed for the exterior private backyard analysis were also analyzed for their interior noise levels. The exterior noise level at the façade of the first and second floors were calculated and the results are shown below in ***Table 13.5, Proposed Homes Interior Noise Levels from Schleisman Road***. ***Table 13.5*** also shows the interior noise levels calculated based on 25 dB of attenuation, which is the minimum exterior to interior noise reduction rate for new homes that are constructed to meet the required California Code of Regulations Title 24, Part 6 building energy-efficiency standards that require the installation of dual-paned windows as well as enhanced insulation requirements. The anticipated noise levels have been calculated at the facades of representative proposed homes to Schleisman Road and the results are shown below in ***Table 13.5***.

Table 13.5 shows that the interior noise level of all homes adjacent to Schleisman Road would be within the City's 45 dBA CNEL interior noise standard with project implementation. Impacts would be less than significant.

Table 13.5: Proposed Homes Interior Noise Levels from Schleisman Road

Building Number	Floor	Exterior at Façade	Interior[1]	Exceed 45 dBA Interior Threshold?
9	First	58.9	33.9	No
	Second	66.9	40.4	No
11	First	58.2	33.2	No
	Second	65.4	40.4	No
13	First	58.8	33.8	No
	Second	65.7	40.7	No
15	First	60.0	35.0	No
	Second	66.9	41.9	No
27	First	58.3	33.3	No
	Second	64.3	39.3	No

Source: Vista Environmental. Noise Impact Analysis. July 26, 2022. Table R.

Notes: 1 = Based on standard dual pane windows and doors with a 26 STC rating, which are required per Title 24 energy saving requirements.

Based on the significance criteria described above, the project-related noise level increases are considered less than significant with implementation of mitigation.

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

Determination: Less Than Significant Impact.

Construction activity can result in varying degrees of groundborne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. As discussed in Impact 4.13(a) above, the construction activities for the proposed project are anticipated to include: demolition of the existing ranch house with barn and associated fencing and facilities for livestock/horses; site preparation and grading; construction of 41 single-family homes; paving of onsite roads and road improvements to the portion of Orange Street that is adjacent to the project site; and application of architectural coatings.

Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the project site are the single-family homes that are located as near as 25 feet west of the project site. The nearest structure at Eastvale Elementary School is a covered lunch area that is as near as 25 feet east of the project site.

Section 120.05.130(e) of the Eastvale Municipal Code provides a vibration standard for new development of any vibration that causes discomfort or annoyance to reasonable persons of normal sensitivity. However, Section 120.05.130(e) of the Eastvale Municipal Code exempts construction activities from this standard. Since neither the Eastvale Municipal Code nor the General Plan provide a quantifiable vibration threshold for temporary construction activities,

guidance from the *Transportation and Construction-Induced Vibration Guidance Manual*, prepared by Caltrans (April 2020) has been utilized, which defines the threshold of perception from transient sources such as off-road construction equipment at 0.25 inch per second peak particle velocity (PPV).

The primary source of vibration during construction would be from the operation of a bulldozer, which would create a vibration level of 0.089 inch per second PPV at 25 feet. The vibration level at the nearest offsite homes (25 feet to west) and school structure (25 feet to east) would be below the 0.25 inch per second PPV threshold detailed above. Therefore, impacts relative to groundborne vibration would be less than significant.

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 nearest public use airport is Chino Regional Airport located approximately 3 miles northwest of the project site. According to Exhibit CH-6, *Compatibility Factors Map*, of the Riverside County ALUCP Policy Document, the project site is not located within the Chino Regional Airport Influence Area, nor is the site located within any within any of the airport's noise contour areas.[14] 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*.
2. Prior to the issuance of the grading permit, the project applicant shall submit a construction-related noise mitigation plan to the City for review and approval. The plan shall depict the locations of where construction equipment will operate on the project site and how the noise from the construction equipment will be mitigated during construction of the project, through use of such methods as:
    1. Temporary noise attenuation fences;
    2. Preferential location of equipment
    3. Length of equipment use and idling time; and,
    4. Use of current noise suppression technology and equipment

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

MITIGATION MEASURES

NOI-1 Prior to issuance of grading permits, the project applicant shall prepare construction documents for approval by the City Engineer which shall include plans to construct a minimum 6.5-foot-high wall on the north side of Lots 9 through 28 that are adjacent to Schleisman Road. The walls shall be constructed of concrete masonry units (CMUs) and shall be free of any decorative cutouts or openings.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of **Mitigation Measure NOI-1**, impacts relative to noise would be reduced to a less than significant level.

4.14 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. In 2022, the California Department of Finance estimated that Eastvale had an average household size of 3.92 persons per household.[15] The most recent Regional Housing Needs Assessment (RHNA) allocation released by the Southern California Association of Governments (SCAG) for the City identifies the need for an additional 3,028 housing units in the City over the next eight years.[16] With 41 residential units as part of the proposed project, the project would generate approximately 161 residents and would accommodate approximately 1.35 percent of the City's RHNA allocation. Therefore, 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. Impacts would be less than significant.

[15] California Department of Finance. 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2022 with 2020 Census Benchmark. Accessed June 21, 2022. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

[16] Southern California Association of Governments. 2022. 6th Cycle Final RHNA Allocation Plan. Accessed June 21, 2022. https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1616462966.

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

Determination: Less Than Significant Impact.

As described previously, prior to project grading and construction, the project would require the vacating and demolition of one existing residence onsite. The 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 2022, the California Department of Finance estimated that Eastvale had approximately 18,396 housing units within City limits, with a vacancy rate of 3.1 percent.[17] Therefore, substantial numbers of existing people or 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. 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022 with 2020 Census Benchmark. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. Accessed June 21, 2022.

4.15 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 0.6-mile east of the project site at 7067 Hamner Avenue, and Station #31 located 1.8 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; refer to Section 4.14, *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 California Building Standards Code. The City would collect a one-time development impact fees pursuant to Eastvale 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 8.0 miles northeast of the project site.

The proposed project would create an increased demand for police protection services. However, the project would not induce significant or unplanned population growth; refer to Section 4.14, *Population and Housing.* The proposed development would be conditioned for the payment of the City's development impact fees pursuant to Eastvale 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 in order for the applicant to be issued development permits. As a 41-unit residential development project, 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, immediately adjacent to the east of the project site. The nearest middle school is River Heights Intermediate School at 7227 Scholar Way, immediately adjacent to the south of the project site. The nearest high school is Roosevelt High School, at 7401 Scholar Way, approximately 0.3 miles south of the project site.

The project would not induce significant or unplanned population growth; refer to Section 4.14, *Population and Housing.* In addition, the project would be required to comply with Senate Bill (SB) 50 requirements, which allow school districts to collect

impact fees from developers of new projects. According to Section 65997 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, four 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 north of the project, and may be utilized by residents of the project.

The proposed project would create an increased demand for parkland with the addition of new residents to the area. However, the project would not induce significant or unplanned population growth; refer to Section 4.14, *Population and Housing.* In addition, the project contains outdoor open space for use by the residents comprised of a 28,872 SF common area with a picnic seating area, lawn area, corn hole play area, trail, bench, dog station, and a 63-ft-wide paseo with a succulent garden walk. Two paseos have also been incorporated into the project's design for a total of approximately 40,724 SF. The first paseo extends along the easterly property line and will include an easement in favor of the City of Eastvale to provide a public trail connection between Schleisman Road and Orange Steet. The second paseo, located between lots 9 and 10, will provide a trail connect for resident to access a future linear park along Schleisman Road. As the project would not result in significant population growth and would provide onsite outdoor open space for use by residents, impacts to parks and recreation facilities would be less than significant.

v) Other public facilities?

Determination: Less Than Significant Impact.

The project would not induce significant or unplanned population growth; refer to Section 4.14, *Population and Housing.* The project involves the development of a 41-unit single-family residential development and 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.

MITIGATION MEASURES

None required.

4.16 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 4.15(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. Further, the project would provide onsite outdoor open space for use by residents. Impacts would be less than significant in this regard.

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 4.15(a)(iv). The proposed project includes amenities for use by residents but 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

None required.

MITIGATION MEASURES

None required.

4.17 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 *Magnolia Ranch Traffic Analysis* (Traffic Analysis) prepared by Urban Crossroads, dated August 10, 2023, provided as Appendix 11 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 With Mitigation Incorporated.

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.

Relative to bicycle and pedestrian facilities, existing sidewalks are currently provided along the roadways adjacent to the project site. There are no existing bike lanes in the project area; however, future bicycle lanes are proposed for Orange Street, Sumner Avenue and Schleisman Road. Existing transit facilities provided by the Riverside Transit Agency in the project vicinity include Transit Route 3, which currently operates on 68th Street, Sumner Avenue, and Citrus Street.

Table 17.1: Study Area Intersections

Intersection Location	Jurisdiction
1. Sumner Avenue and Schleisman Road	City of Eastvale
2. Sumner Avenue and Orange Street	City of Eastvale
3. Driveway 1 and Orange Street	City of Eastvale
4. Scholar Way and Schleisman Road	City of Eastvale
5. Scholar Way and Orange Street	City of Eastvale
6. Scholar Way and Baltimore Street	City of Eastvale
7. Scholar Way and Citrus Street	City of Eastvale
8. Hamner Avenue and Schleisman Road	City of Eastvale

Source: Magnolia Ranch Traffic Analysis. 2023. Table 1-1.

Methodology

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). The change in the focus of transportation analysis is the result of legislation (SB 743) and is intended to shift the emphasis from congestion to, among other things, reducing GHG emissions, promoting a diversity of land uses, and developing multimodal transportation networks. Pursuant to CEQA Guidelines Section 15064.3(c), this change in analysis is mandated to be used beginning July 1, 2020. Refer to Response 4.17(b) below for the project impacts relative to VMT.

Projects in the City are required to complete a transportation impact study, in addition to VMT assessment, to demonstrate consistency with the General Plan. As the City has maintained its requirement to utilize LOS as the mechanism for quantifying transportation and circulation impacts of planned projects (as discussed in Chapter 4, *Circulation and Infrastructure*, of the City's General Plan), an LOS analysis was conducted for the project's Traffic Analysis and is summarized below. Refer to **Appendix 11** for the complete LOS discussion.

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, Intersection LOS Thresholds***.

Table 17.2: Intersection LOS Thresholds

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

Source: Magnolia Ranch Traffic Analysis. 2023. Table 2-1.

The City of Eastvale General Plan Policy C-10 sets a standard of LOS C with LOS D as acceptable in commercial and employment areas and at intersections of any combination of major highways, urban arterials, secondary highways, or freeway ramps. Based on this criterion, where feasible, LOS D is the minimum acceptable LOS at each of the study intersections within the City of Eastvale.

Project Trip Generation

According to the Traffic Analysis, the project is anticipated to generate a total of 388 vehicle trip-ends per day with 28 AM peak hour trips and 38 PM peak hour trips.

Analysis Scenarios and Results

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

- Existing (2021) Conditions
- Existing Plus Project Conditions
- Opening Year Cumulative (2025) Without and With Project Conditions
- Horizon Year (2040) Without and With Project Conditions

Existing (2021) Conditions

Based on the Traffic Analysis, the study intersections currently operate within acceptable LOS (D or better), with the exception of the Sumner Avenue/Schleisman Road intersection, which is operating at an unacceptable LOS F in the AM peak hour and LOS E in the PM peak hour under Existing (2021) traffic conditions.

Existing Plus Project Conditions

Based on the Traffic Analysis, no additional intersections are anticipated to operate at an unacceptable LOS with the addition of project traffic, consistent with Existing (2021) traffic conditions. The Sumner Avenue/Schleisman Road intersection would continue to operate at an unacceptable LOS F in the AM peak hour and LOS E in the PM peak hour under Existing Plus Project conditions.

The intersection operations analysis includes the roadway improvements that would be implemented by the project. Therefore, the following roadway improvements have been identified and included as **Mitigation Measures TRA-1** and **TRA-2**:

- Install a stop sign for egress traffic from the proposed project at Driveway 1 on Orange Street, which is proposed for full access.
- Project to restripe the existing eastbound through lane to provide an eastbound shared left-through lane.
- Construct Orange Street from the western project boundary to the eastern project boundary at its ultimate half-section width as a 2-lane Collector (ultimate 74-foot right-of-way) in compliance with the circulation recommendations found in the City of Eastvale's General Plan.

According to the Traffic Analysis (see **Appendix 11**, *Table 5-2, Summary of Intersection Analysis for Existing Plus Project Conditions with Improvements*), the roadway improvements required under **Mitigation Measures TRA-1** and **TRA-2** would result in a reduction of delay at the Sumner Avenue/Schleisman Road intersection from 114.2 seconds to 38.8 seconds in the AM peak hour, and from 60.1 seconds to 27.0 seconds in the PM peak hour. In addition, the LOS at this intersection would improve from F to D in the AM peak hour and from E to C in the PM peak hour. Therefore, with implementation of **Mitigation Measures TRA-1** and **TRA-2,** LOS impacts under the Existing Plus Project conditions would be reduced to less than significant.

Opening Year Cumulative (2025) Without and With Project Conditions

Based on the Traffic Analysis, no additional intersections are anticipated to operate at an unacceptable LOS under both the Opening Year Cumulative (2025) Without Project and With Project conditions. The Sumner Avenue/Schleisman Road intersection would continue to operate at an unacceptable LOS F in the AM peak hour and LOS E in the PM peak hour under Opening Year Cumulative (2025) conditions.

The intersection operations analysis includes the roadway improvements that would be implemented by the project, as described in **Mitigation Measures TRA-1** and **TRA-2**, below. According to the Traffic Analysis (see **Appendix 11**, *Table 6-2, Intersection Analysis for Opening Year Cumulative (2025) Conditions with Improvements*), the roadway improvements required by **Mitigation Measures TRA-1** and **TRA-2** would result in a reduction of delay at the Sumner Avenue/Schleisman Road intersection from 161.5 seconds to 54.0 seconds in the AM peak hour, and from 78.3 seconds to 31.8 seconds in the PM peak hour. In addition, the LOS at this intersection would improve from F to D in the AM peak hour and from E to C in the PM peak hour. Therefore, with implementation of **Mitigation Measures TRA-1** and **TRA-2,** LOS impacts under the Opening Year Cumulative (2025) conditions would be reduced to a less than significant level.

Horizon Year (2040) Without and With Project Conditions

Based on the Traffic Analysis, no additional intersections are anticipated to operate at an unacceptable LOS under both the Horizon Year (2040) Without Project and With Project conditions. The Sumner Avenue/Schleisman Road intersection would continue to operate at an

unacceptable LOS F in the AM peak hour and LOS F in the PM peak hour under Horizon Year (2040) conditions.

The intersection operations analysis includes the roadway improvements that would be implemented by the project, as described in **Mitigation Measures TRA-1** and **TRA-2**, below. According to the Traffic Analysis (see **Appendix 11**, *Table 7-3, Intersection Analysis for Horizon Year (2040) Conditions with Improvements*), the roadway improvements required by **Mitigation Measures TRA-1** and **TRA-2** would result in a reduction of delay at the Sumner Avenue/Schleisman Road intersection from >200 seconds to 51.9 seconds in the AM peak hour, and from >200 seconds to 51.2 seconds in the PM peak hour. In addition, the LOS at this intersection would improve from F to D in both the AM and PM peak hours. Therefore, with implementation of **Mitigation Measures TRA-1** and **TRA-2,** LOS impacts under the Horizon Year (2040) conditions would be reduced to a less than significant level.

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).

Based on the City's guidelines, land use projects that meet certain screening threshold criteria based on size, location, proximity to transit or trip-making potential may be presumed to have a less than significant transportation impact under CEQA and do not require a full detailed VMT analysis. The City utilizes three screening criteria as follows:

- Transit Priority Area (TPA): Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary.
- Low VMT Area: Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if there is a reasonably expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area.
- Project Type: Local-serving projects, including retail projects less than 50,000 SF, are presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

The VMT evaluation of the project shows that the project meets the City's screening criteria based on the Low VMT Area criteria, and as such, a full VMT analysis is not required. Therefore, the project satisfies the project type screening criteria for a Low VMT Area and 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 does not involve any unusual conditions, or hazardous design features, such as sharp curves or dangerous intersections, or incompatible uses. The Traffic Analysis recommended roadway improvements (**Appendix 11)** 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 access 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 recommended configuration of the driveways 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.

The access and circulation features on the project site would accommodate emergency ingress and egress. As discussed above, the proposed project would provide one access point be located at Orange Street. 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. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. 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 Orange Street and Schleisman Road throughout project construction. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

MITIGATION MEASURES

TRA-1 **Driveway 1 & Orange Street (#4)**. Prior to ground disturbing activities, the City of Eastvale Traffic Engineer shall verify that the project plans identify a stop control for southbound exiting project traffic with a shared left-right turn lane. The City of Eastvale Traffic engineer shall also verify that project plans indicate the existing eastbound through lane is restriped to provide an eastbound shared left-through lane.

TRA-2 **Orange Street**. Prior to ground disturbing activities, the City of Eastvale Traffic Engineer shall verify that the project plans identify Orange Street from the western project boundary to the eastern project boundary at its ultimate half-section width as a 2-lane Collector (ultimate 74-foot right-of-way) in compliance with the circulation recommendations found in the City of Eastvale's General Plan.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of **Mitigation Measures TRA-1** and **TRA-2**, impacts relative to traffic and transportation would be reduced to a less than significant level.

4.18 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.

On June 21, 2021, the City provided written notification of the project in accordance with AB 52 to all of the Native American tribes that requested to receive such notifications from the city. Staff received a request from Gabrieleno Band of Mission Indians- Kizh Nation within the 30-day period, requesting to initiate consultation. The staff consulted with representatives of Kizh Nation and **Mitigation Measure TCR-1**, below, is required to address a concern over the potential for uncovering tribal cultural recourses or other tribal-affiliated resources during construction of the project. Implementation of **Mitigation Measure TCR-1** would reduce potentially significant impacts to Tribal Cultural Resources to a less than significant level.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

TCR-1 **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 oversite of the process.

B. **Treatment and Final Disposition.** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The 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 within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for further study. The collections and

associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of **Mitigation Measure TCR-1** 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.

4.19 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 JCSD and would connect to the existing water main located in Orange Street. Therefore, the expansion of off-site water 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. The project site would drain to the proposed underground infiltration/retention chambers for low flow infiltration until it reaches capacity. Once the Infiltration/Retention Chamber Systems reach their capacity, the overflow will drain out using storm drain pipes from the Chamber System and will be conveyed to the frontage street (Orange Street) via the proposed 30" storm drain lateral onsite and finally conveyed to the existing City storm drain system (48" RCP) in Orange Street via 30" lateral. 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. Sewer service is available from an existing 10-inch diameter sewer line in Schleisman Road and an existing 8-inch diameter sewer line in Orange Street. An 8-inch sewer line would be installed throughout the project in conveying wastewater to a point of connection with the existing 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 JCSD. JCSD relies predominantly on groundwater and desalinated brackish groundwater from the Chino Groundwater Basin for its

water supply,[18] as described in the City's General Plan. 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.

JCSD estimates water supply availability for normal, single-dry, and multiple-dry year scenarios from 2025 through 2045 in its 2020 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)

	2025	2030	2035	2040	2045
Normal Year					
Supply	42,093	44,093	44,093	44,093	44,093
Demand	31,525	34,035	35,825	37,795	37,795
Excess Supply	10,568	10,058	8,268	6,298	6,298
Single Dry Year					
Supply	42,303	44,534	44,446	44,402	44,313
Demand	31,714	34,477	36,506	38,740	39,004
Excess Supply	10,589	10,057	7,940	5,662	5,309

Source: Jurupa Community Services District. 2020 Urban Water Management Plan. Tables 7-2 and 7-3.

Residential peak hour demands for distribution systems serving up to 400 residential units are calculated using a formula from the JCSD Standards Manual for Water and Sewer Systems. Residential maximum day demands are calculated by dividing the peak hour demand by 1.5. For the proposed project, the peak hourly flow would be 241.9 gallons per minute (GPM) and the maximum day demand is 161.3 GPM. Using this water demand rate, the project would result in an increase in water demand of 9,936 gallons per day, equivalent to approximately 11.1 acre-feet per year (AFY).[19] This increase represents an approximately 0.026 percent increase in demand in comparison to the current existing and excess supplies. Therefore, impacts would be less than significant.

[18] City of Eastvale. 2012. General Plan. Page 7-6, Water Supply. Accessed May 19, 2022. https://www.eastvaleca.gov/home/showdocument?id=2360

[19] Jurupa Community Services District. August 2020. Standards Manual for Water and Sewer Systems.

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.

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,[20] single-family residential units in Eastvale are estimated to generate an average of 220 gallons per unit of wastewater per day. Therefore, the proposed project can be expected to contribute 9,020 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 0.09 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]

[20] Jurupa Community Services District. August 2020. Standards Manual for Water and Sewer Systems.

[21] Based on 41 units x 220 daily gallons per unit = 9,020 gallons daily.

[22] Based on 9,020 gallons per day demand ÷ 9,800,000 gallons per day capacity= 0.09 percent.

[23] CalRecycle. N.d. SWIS Facility Detail, El Sobrante Landfill (33-AA-0217). Accessed May 19, 2022. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2256?siteID=2402

CalRecycle's waste generation rates estimate a generation rate for 12.23 pounds of waste per household per day. Assuming 41 households, the residential portion of the project would result in 501.4 pounds of waste daily.[24] 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 (Assembly Bill [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 though 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 4.19(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.

[24] CalRecycle. n.d. Estimated Solid Waste Generation Rates – Residential Sector Generation Rates. Accessed May 19, 2022. https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

4.20 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: No 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,[25] and the Adopted State Responsibility Area Fire Hazard Severity Zone Maps,[26] the project site is not located in a zone designated as a Very High Fire Hazard Severity Zone. 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, and the emergency access requirements of the California Fire Code, which include but are not limited to providing access with adjoining uses

[25] CalFire. nd. Fire and Resource Assessment Program: FHSZ Viewer. Accessed May 19, 2022. https://egis.fire.ca.gov/FHSZ/

[26] CalFire. 2007. Map of CalFire's Fire Hazard Severity Zones in the Local Responsibility Area – Western Riverside County. Accessed May 19, 2022. https://osfm.fire.ca.gov/media/6754/fhszl_map60.pdf

and providing suitable access for emergency vehicles. In addition, emergency access to the site would be maintained during construction. Therefore, no impact would occur.

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: No 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. No impact would occur.

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: No 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 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. No impact would occur.

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: No 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. No impact would occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4.21 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 4.4, *Biological Resources*, after implementation of **Mitigation Measures BIO-1, BIO-2**, and **BIO-3**, the proposed project would result in less than significant impacts to biological resources. Similarly, as discussed in Sections 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*, after implementation of **Mitigation Measures CUL-1** and **TCR-1,** 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 cause substantial adverse effects to 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.

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