INITIAL STUDY FOR A

MITIGATED NEGATIVE DECLARATION FOR

Commercial Project at Hamner Avenue and Riverside Drive

(PROJECT 11-0354)

Lead Agency:

CITY OF EASTVALE

12363 Limonite Avenue, Suite 901

Eastvale, CA 91752

October, 2013

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TECHNICAL STUDIES

The technical studies referenced in this Initial Study are listed below. The technical studies are available at Eastvale City Hall located at 12363 Limonite Avenue, Suite 901, Eastvale, CA 91752, Monday through Thursday, 7:30 a.m. to 5:30 p.m.

- Proposed Site Plan, Project Directory, Data and Reference (Submitted May 15, 2013; prepared by KU Architects; attached as **Appendix 1**
- Air Quality Analysis (July 2, 2013; prepared by PMC); attached as **Appendix 3**
- Habitat Assessment Survey for Delhi Flower Loving Fly, Burrowing Owl, and Narrow Endemic Plan Species on APN 156-040-001 (April, 2008; prepared by L&L Environmental); attached as **Appendix 4**
- Second Year of a Two-Year Focused Study for Delhi Sands Flower-loving Fly, APN 156-040-001 (October 21, 2009); attached as **Appendix 4a**
- Cultural Resources Survey (October 2012; prepared by JM Research & Consulting); attached as **Appendix 5**
- Geotechnical Engineering Report (October 31, 2012; prepared by Geo-Cal, Inc.); attached as **Appendix 6**
- Greenhouse Gas Analysis (July 2, 2013; prepared by PMC); attached as **Appendix 7**
- Phase I Environmental Site Assessment (October 4, 2012; prepared by Geo-Cal, Inc.); attached as **Appendix 8**
- Preliminary Water Quality Management Plan (W&W Technologies, Inc.; prepared by PMC); attached as **Appendix 9**
- Traffic Impact Study (revised September 26, 2012; prepared by RK Engineering Group, Inc.); attached as **Appendix 11**

I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

This Initial Study assesses the potential for significant environmental impacts resulting from the development of a retail center consisting of three buildings on a 1.7-acre site in Eastvale. This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Sections 15000 et seq.).

B. PROJECT LOCATION

The Arco Gas Station Development (proposed project; project) will be located within Eastvale in northwestern Riverside County (**Figure 1**). Specifically, the proposed project will be bounded by Hamner Avenue to the west and Riverside Drive to the north (**Figure 2**). The proposed project site can also be identified by Riverside County Assessor's Parcel Number 156-040-001. The proposed project site is within the northwest quarter of Section 7, Township 2 South, Range 6 West, of the San Bernardino principal meridian.

C. PROJECT DESCRIPTION

General Plan Amendment

The proposed project will include an amendment to the City of Eastvale General Plan. The current land use designation of the proposed project site would be changed from Business Park (BP) (**Figure 3**) to Commercial Retail (CR) (**Figure 5**).

Change of Zone

The proposed project will include a change of the zone for the proposed project site. The current zone of Industrial Park (I-P) (**Figure 4**) would be changed to General Commercial (C-1/C-P) (**Figure 6**).

Proposed Site Plan

The proposed project will include the construction or installation of three buildings, one overhead fueling canopy, eight fuel pumps, and two underground storage tanks. The buildings, their square footage, and required parking stalls are included in **Table 1**.

Table 1-1
Buildings and Required Parking Stalls

Building	Building Type	Square Footage	Required Parking Stalls
1	Convenience store with attached car wash	5,670	31.2
2	Restaurant	2,800	15.4
3	Fast-food restaurant with drive-through	2,240	12.3
Total		**10,710**	**59**

*Source: Proposed Site Plan, KU Associates 2013 (**Appendix 1**)*

Figure 1
Regional Location

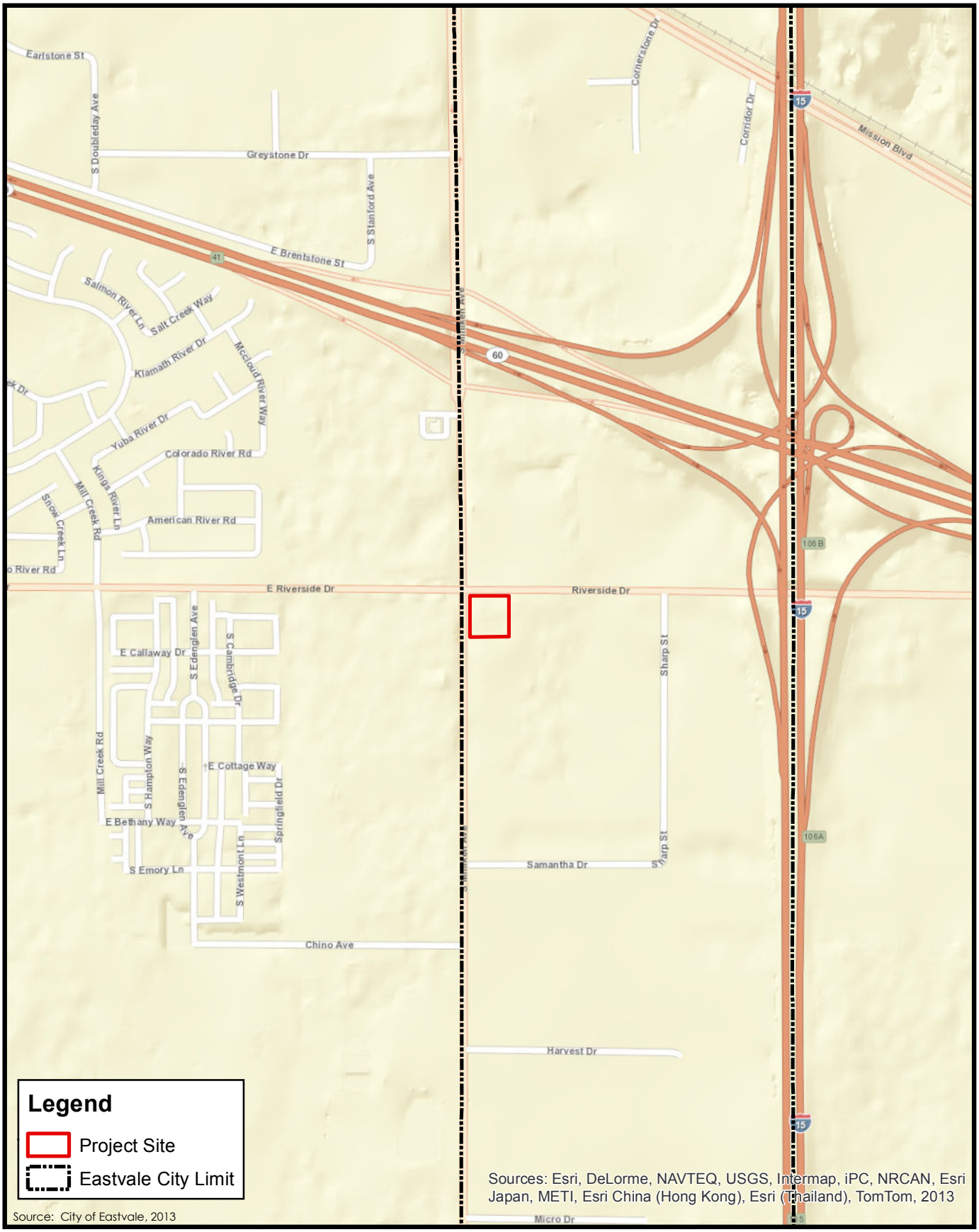

Figure 2
Project Location

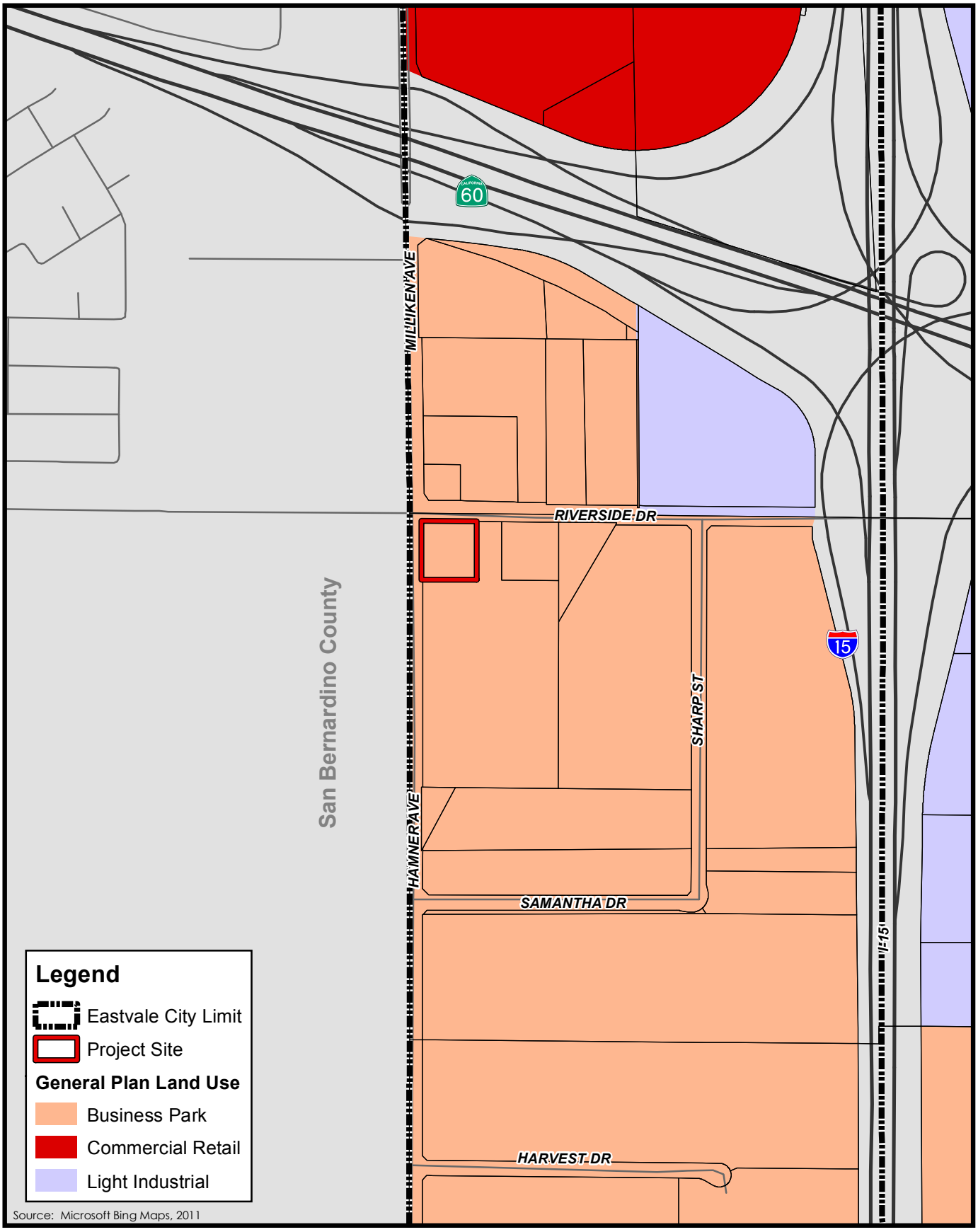

Figure 3
Current General Plan Land Use

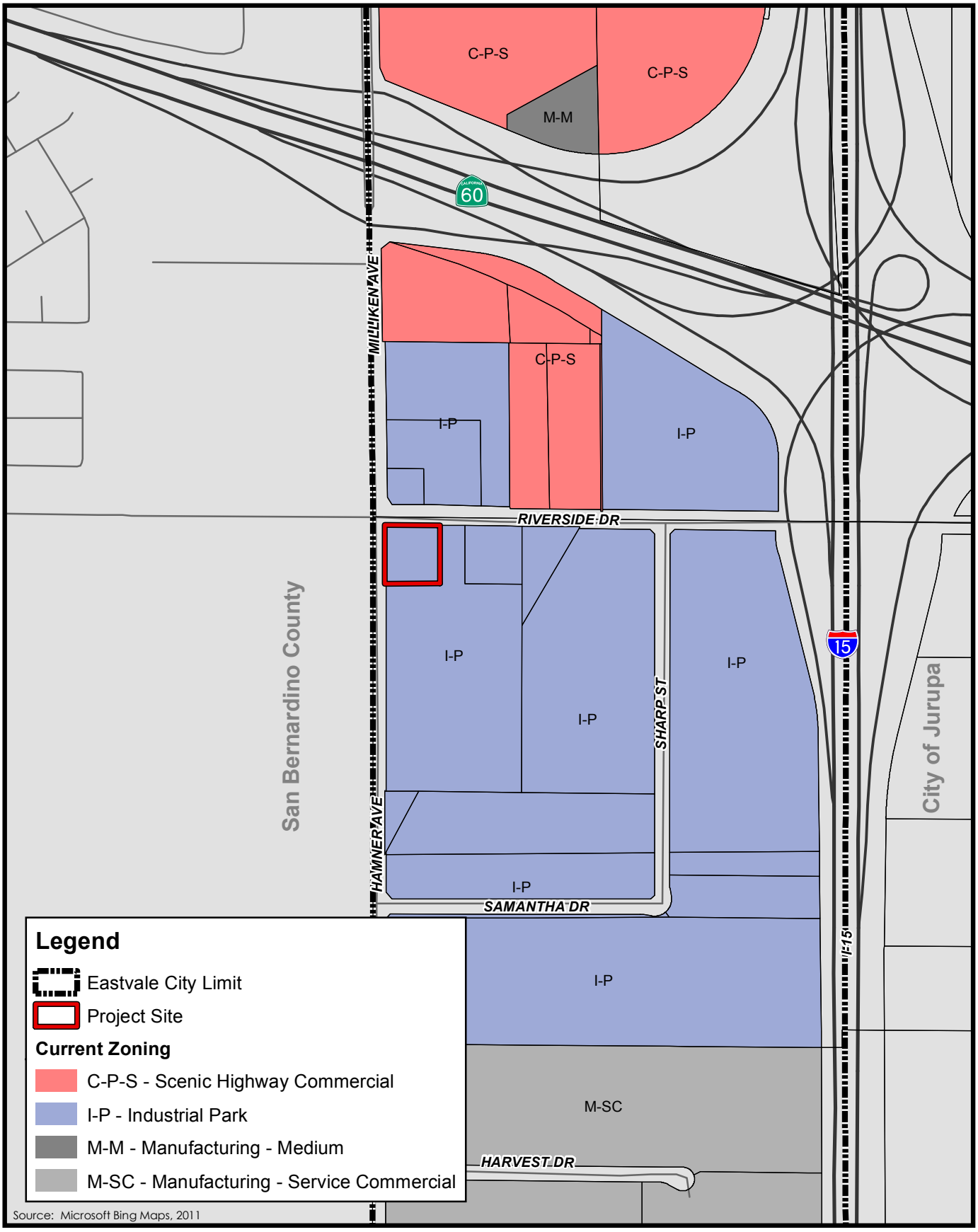

Figure 4
Current Zoning

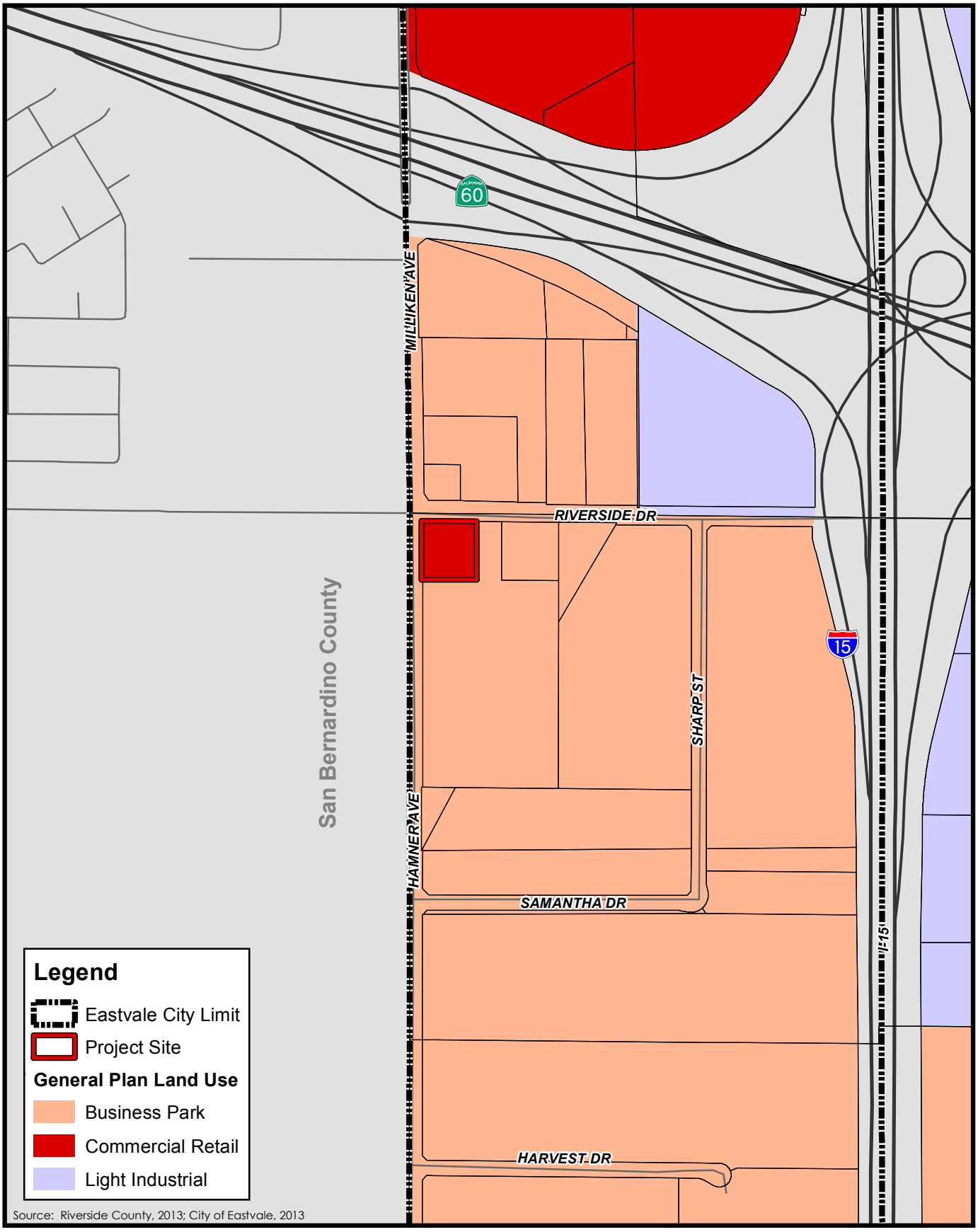

Figure 5
Proposed General Plan Land Use

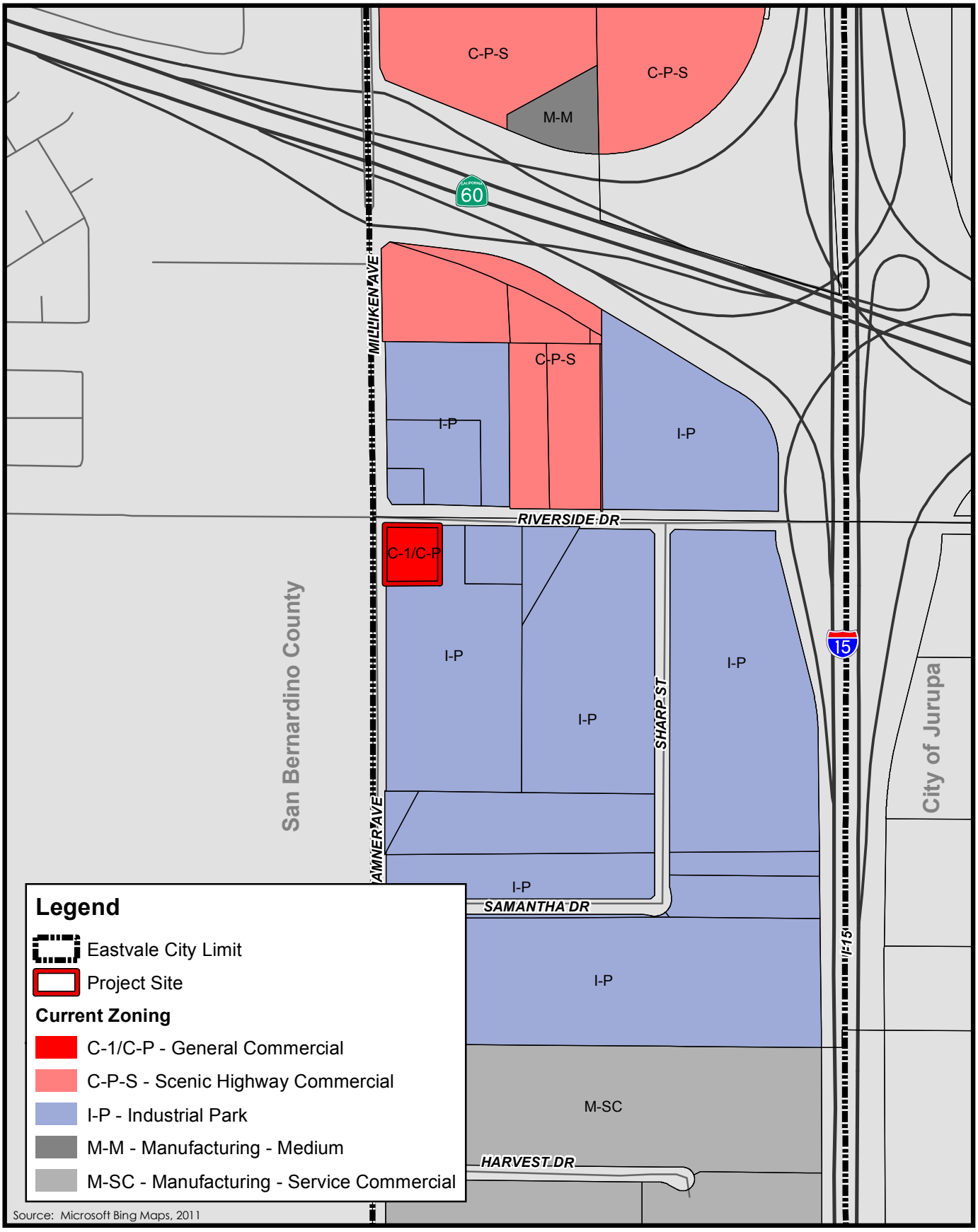

Figure 6
Proposed Zoning

Building 1 will include a 3,028-square-foot convenience store, a 1,126-square-foot restaurant, 988-square-foot car wash, a 339-square-foot equipment room, and a 189-square-foot electrical room. Building 2 will include a 2,800-square-foot restaurant. Building 3 will include a 1,770-square-foot fast-food restaurant with attached drive-through.

Parking for all three buildings is calculated based on the parking requirement for general retail establishment at 5.5 spaces per 1,000-square foot of floor area. Parking space calculation for the project is provided in Table 1 above.

The proposed project will also include a 4,480-square-foot fuel station canopy, eight fuel pumps, and two underground storage tanks (UST). UST 1 will have a capacity of 30,000 gallons, and UST 2 will have a capacity of 22,000 gallons.

The proposed project will also include all required connections and improvements necessary for the project site to receive water, wastewater, stormwater drainage, electrical, natural gas, and telecommunications services.

Roadway Access

Direct access to the proposed project will be via two existing roadways—Riverside Drive and Hamner Avenue. Access from both Riverside Drive and Hamner Avenue will include right turn-in only and right turn-out only. Improvements to Riverside Drive will include the relocation of the existing traffic signal and traffic signage at the intersection of Riverside Drive and Hamner Avenue, and the dedication to the City of Eastvale of a 10-foot-wide portion of the proposed project site as it borders Riverside Drive. Improvements to Hamner Avenue will include the dedication to the City of Eastvale of a 29-foot-wide portion of the project site as it borders Hamner Avenue. Improvements to both roadways will include all necessary travel lanes and crosswalk striping, as well as the completion of all required curbs, sidewalks, and gutters.

Water

The proposed project will receive potable water service from the Jurupa Community Services District (JCSD). Connections to the JCSD water supply will occur at existing 16-inch water lines in Hamner Avenue.

Wastewater

The proposed project will receive wastewater service from the Jurupa Community Services District (JCSD). Connection to the JCSD wastewater system will occur at an existing 12-inch sewer line in Hamner Avenue.

Stormwater

Stormwater currently flows from the site to existing, permitted stormwater facilities in Hamner Avenue. The proposed project will include an infiltration basin in the southeastern corner of the project site to reduce flows.

Other Utilities and Services

Electric, gas, cable, and telecommunications services would be extended onto the site from existing lines along Hamner Avenue. Electricity would be provided by Southern California Edison, natural gas service gas service by the Southern California Gas Company, telecommunications by AT&T, and solid waste removal by Burrtec. The site is located within the boundaries of the Corona-Norco Unified School District. Local government services are provided by the City of Eastvale. Fire and law enforcement services are provided by the City of Eastvale through contracts with the Riverside County Fire Department and the Riverside County Sheriff's Department.

II. ENVIRONMENTAL SETTING

A. REGULATORY SETTING

The current City of Eastvale General Plan land use designation for the project site is Business Park (BP), which allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry, and supporting retail uses built within a range of 0.25 to 0.60 floor area ratio (FAR). The proposed General Plan land use designation for the project site is Commercial Retail (CR), which allows for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses. The General Plan land use designation for all properties immediately north, east, and south of the project site is also Business Park (**Figure 3**). The property located west of the proposed project site is within the City of Ontario and is designated for General Commercial use by the Ontario General Plan.

The project site is currently zoned Industrial Park (I-P). While restaurants and other eating establishments, including fast-food restaurants and sandwich shops, are permitted in the I-P zone and small-scale retail sales and services are conditionally permitted, a gasoline service station is neither a permitted nor conditionally permitted use. Therefore, a change of zone from I-P to General Commercial (C-1/C-P) is being requested to allow a gasoline service station and to be consistent with the proposed General Plan land use designation. Land to the north, east, and south of the project site is also zoned I-P. Property to the west of the project site is within the City of Ontario and is therefore zoned according to the Ontario Zoning Code. Zoning for land to the west of the project site is Residential Estate (RE) (**Figure 4**).

B. PHYSICAL SETTING

The project site is relatively flat and the ground surface in the general area slopes moderately to the south (Geo-Cal 2012a). Elevations on the project site range from approximately 789 to 795 feet above mean sea level. The entire project site is unimproved and disturbed. Debris associated with unauthorized dumping can be found throughout the site. Vegetation including native and non-native grasses, weeds, and scrub species presently covers approximately 60 percent of the project site (**Figure 7a and 7b**).

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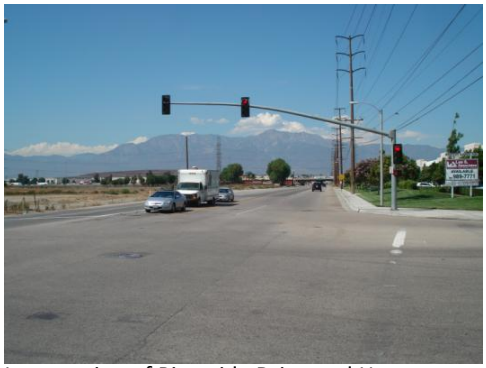
T:_CS\Work\Eastvale, City of\Figures\Arco Gas Station\Figures

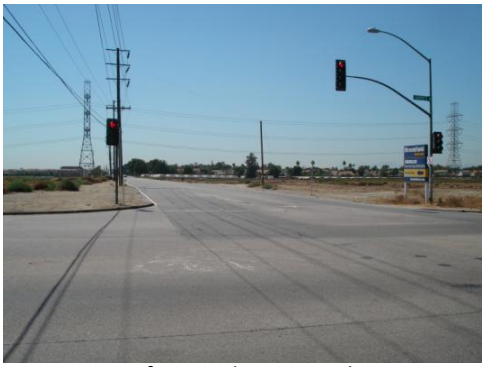
Eastern boundary of project site seen from Riverside Drive

Project site seen from NE corner of project site at Riverside Drive

Northern boundary of project site from NE corner of project site looking west along Riverside Drive



Intersection of Riverside Drive and Hamner Avenue looking north along Hamner Avenue



Intersection of Riverside Drive and Hamner Avenue looking west along Riverside Drive

Project site seen from the intersection of Hamner Avenue and Riverside Drive

Figure 7a
Site Pictures

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Western boundary of project site seen from the intersection of Riverside Drive and Hamner Avenue

Project site seen from the SW corner of project site at Hamner Avenue

Southern boundary of project site from Hamner Avenue

Hamner Avenue seen from the SW corner of the project site looking north

Hamner Avenue approaching the project site seen from the SW corner of the project site looking south

Figure 7b
Site Pictures

III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

1.	**Project Title**	Arco Gas Station Development
2.	**Lead Agency Name and Address**	City of Eastvale 12363 Limonite Avenue, Suite 901 Eastvale, CA 91752
3.	**Contact Person and Phone Number**	Kanika Kith; (951) 361-0900, ext. 1301
4.	**Project Location**	Southeast corner of the intersection of Riverside Drive and Hamner Avenue (APN 156-040-001)
5.	**Project Sponsor Name and Address**	H&S Bros Enterprises 4300 Edison Avenue Chino, CA 91710
6.	**General Plan Designation Existing**	Business Park (BP)
	General Plan Designation Proposed	Commercial Retail (CR)
7.	**Zoning Existing**	Industrial Park (I-P)
	Zoning Proposed	General Commercial (C-1/C-P)
8.	**Description of Project**	General Plan Amendment, Change of Zone, and Major Development Review to permit the development of a new gas station with shared retail and restaurant space and attached car wash, a fast-food restaurant with attached drive-through, and a dine-in restaurant on a 1.7-acre site.

9. Surrounding Land Use Designations and Zoning

North	Zoning	Industrial Park (I-P)
	Land Use Designation	Business Park (BP)
East	Zoning	Industrial Park (I-P)
	Land Use Designation	Business Park (BP)
South	Zoning	Industrial Park (I-P)
	Land Use Designation	Business Park (BP)
West	Zoning	Residential Estate (RE) (City of Ontario)
	Land Use Designation	General Commercial (City of Ontario)

10. Other Required Public Agency Approval

City of Eastvale Building Department – Building Permit; Grading Permit

Jurupa Community Service Department – water and wastewater connections

Santa Ana Regional Water Quality Control Board – Water Quality Management Plan (WQMP)

State Water Resources Control Board – Stormwater Pollution Prevention Plan (SWPPP)

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. Issues that resulted in a determination of "no impact" or "less than significant impact" without the need for mitigation are not shown here.

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

Signature _____ Date _____

Eric Norris, Planning Director

Applicant

Pursuant to Section 15070(b)(1) of the California Environmental Quality Act , as the project applicant, I agree to revisions of the project plans or proposals as described in this Initial Study/Mitigated Negative Declaration to avoid or reduce environmental impacts of my project to a less than significant level.

Signature _____ Date _____

Printed Name _____

IV. ENVIRONMENTAL ANALYSIS

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

DISCUSSION

a) **No Impact.** While there are long-range views of mountains to the north and west of the site, existing natural features and development currently impact these views (**Figure 7a and 7b**). Furthermore, the proposed project does not include any vertical feature or component that will be capable of disrupting long-range views by individuals not on the project site. No impact to a scenic vista is anticipated.

b) **No Impact.** The project is not located in the vicinity of any highways that have been officially designated or are eligible for designation as a state scenic highway. In addition, the project site does not include any scenic resources such as trees, rock outcrops, or historic buildings (**Figure 7a and 7b**). No impact to scenic resources is anticipated.

c) **Less Than Significant Impact.** The project site is located in an industrialized portion of the city and is adjacent to a transitional area of the City of Ontario that is designated for general commercial use. While the proposed project would alter the current visual character of the project site, which is currently vacant, the visual aesthetic of the proposed project will be consistent with the city of Eastvale's commercial sites and surrounding industrial sites (**Appendix 2**). This consistency will be achieved through the implementation of the City of Eastvale's design policies, which will ensure the proposed architecture and building materials and colors are consistent with City's goal of high quality design. Any impact to the visual character of the site and surroundings would be less than significant.

d) **Less Than Significant Impact.** The proposed project would introduce new buildings and lighting sources to the site. The pump station canopy and monument signage would be the most intense source of light on the property; however, all lighting on the canopy would be under-canopy lighting. Additional lighting on-site would be provided for purposes of safety for customers of the business; however, lighting would be directed downward with minimal spillover outside of the property lines (**Appendix 1d**).

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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**
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
d)	Result in the loss of forestland or conversion of forestland to non-forest use?				✓
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?				✓

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.

DISCUSSION

a–e) **No Impact.** The proposed project site is not categorized as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, forestland, or timberland (RCLIS 2013). None of the surrounding land is categorized as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, forestland, or timberland. The proposed project is not subject to a Williamson Act contract. The property is currently zoned as Industrial Park (I-P) and designated for Business Park (BP) use (RCLIS 2013). None of the surrounding land is zoned or designated for agricultural use. No impact is anticipated.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **No Impact.** The project site is located within the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment in terms of ambient air quality standards (i.e., ozone [O_3], particulate matter equal to or less than 10 microns and less than 2.5 microns in diameter [PM_{10} and $PM_{2.5}$, respectively], nitrogen oxide (NOx), and lead). These are considered criteria pollutants because they are five of several prevalent air pollutants known to be hazardous to human health. (It should be noted that the proposed project is not anticipated to generate a quantifiable amount of lead emissions. Unleaded gasoline has greatly contributed to the reduction in lead emissions in the SoCAB. Since the proposed project will not involve leaded gasoline, or other sources of lead emissions, this criteria pollutant is not expected to increase with project implementation.)

In order to reduce emissions for which the SoCAB is in nonattainment, the SCAQMD has adopted the 2012 Air Quality Management Plan (AQMP). The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, 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 project is subject to the SCAQMD's Air Quality Management Plan.

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

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

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the years of project buildout phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Issue 3b below, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Additionally, the analysis for long-term local air quality impacts showed that future carbon monoxide (CO) concentration levels along roadways and at intersections affected by project traffic will not exceed the 1-hour and 8-hour state CO pollutant concentration standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. The proposed project is consistent with the land use designation and development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. No impact would occur.

b) **Less Than Significant Impact.** As discussed previously, the project site is located within the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin. A discussion of the project's potential short-term construction-period and long-term operational-period air quality impacts is provided below.

Construction Emissions

The SCAQMD has established methods to quantify air emissions associated with construction activities such as air pollutant emissions generated by operation of on-site construction equipment, fugitive dust emissions related to grading and site work activities, and mobile (tailpipe) emissions from construction worker vehicles and haul/delivery truck trips. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions.

The proposed project would generate short-term construction-related air quality impacts. These impacts are temporary in nature. The resultant emissions from these activities were calculated using the CalEEMod air quality model (**Appendix 3**, **Appendix 7**). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals.

Construction-related traffic trips are shown in **Table 3-1**.

Table 3-1
Construction Trips per Day

Construction Activity	Worker Trips per Day
Site Preparation	5
Grading	10
Building Construction	14
Paving	18
Painting	3

Source: CalEEMod (SCAQMD 2011a); see Appendix 3

CalEEMod estimates 10.8 miles per worker trip. Because the proposed project construction would occur in separate phases, it is anticipated that most construction traffic would occur during the building phase.

This assessment includes quantification of net increases of ozone precursor pollutants (i.e., reactive organic gases (ROG) and oxides of nitrogen (NOx)), airborne particulate matter (i.e., $PM_{2.5}$ and PM_{10}), and carbon monoxide (CO) attributable to the proposed project. These quantified emission projections are then compared with SCAQMD significance thresholds (SCAQMD 2011b).

The unmitigated construction air quality emissions are summarized in **Table 3-2**.

Table 3-2
Maximum Short-Term Unmitigated Construction Emissions (Pounds per Day)

Construction Phase	ROG	NOx	PM_{10}	$PM_{2.5}$	CO
Construction Activities	33.16	12.58	2.68	1.05	9.77
SCAQMD Significance Criteria	**75**	**100**	**150**	**150**	**550**
Significant?	*No*	*No*	*No*	*No*	*No*

Source: Emissions modeled by PMC using the California Emissions Estimator Model (CalEEMod), version 2011.1.1 computer program.
Notes: Diesel-fueled construction equipment load factors reduced 33% to account for off-road emission overestimation (per CARB 2010). Modeling inputs account for SCAQMD Rule 1113, Architectural Coatings, which places limits on the organic compound content in various coating categories.
ROG = reactive organic gas
NOX = oxides of nitrogen
CO = carbon monoxide
SO_X = sulfur oxides
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

The quantity, duration, and intensity of construction activity have an effect on the amount of construction emissions, and related pollutant concentrations, occurring at any one time. As such, the emissions forecasts provided herein reflect a specific set of conservative assumptions based on the assumed construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecast. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

As shown above, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the proposed project would be subject to SCAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts. The following is a list of noteworthy rules that are potentially applicable to the project:

- **Rule 402 (Nuisance)** – This rule prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

    b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

    c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.

    e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG/volatile organic compound emissions from the use of these coatings, primarily by placing limits on the ROG/volatile organic compound content of various coating categories.

Construction Localized Significance Analysis

As part of the SCAQMD's environmental justice program, attention has been focused on the localized effects of air quality. SCAQMD staff has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (SCAQMD 2008). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the

ambient concentrations of that pollutant for each source receptor area (SRA). Eastvale is located within SRA 23.

The emissions analyzed under the LST methodology are nitrogen dioxide (NO_2), CO, PM_{10}, and $PM_{2.5}$. For attainment pollutants NO_2 and CO, the LSTs are derived using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any ambient air quality standard for a particular source receptor area. Localized significance thresholds for NO_2 and CO are derived by adding the incremental emission impacts from the project activity to the peak background NO_2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. The most stringent standard for NO_2 is the 1-hour state standard of 18 parts per hundred million and for CO is the 1-hour and 8-hour state standards of 9 parts per million (ppm) and 20 ppm, respectively. For PM_{10} and $PM_{2.5}$, for which the SoCAB is in nonattainment, the localized significance thresholds are derived using an air quality dispersion model to back-calculate the emissions that would be necessary to worsen an existing violation in the specific source receptor area, using the allowable change in concentration thresholds approved by the SCAQMD. For PM_{10} and $PM_{2.5}$, the approved 24-hour concentration thresholds for construction and operation are 10.4 $\mu g/m^3$ and 2.5 $\mu g/m^3$, respectively.[1]

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered according to LST methodology. The SCAQMD has provided LST look-up tables and sample construction scenarios to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects 5 acres or smaller.[2] The LST thresholds are estimated for each SRA using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). Land uses considered to be sensitive receptors include residential communities, schools and schoolyards, day-care centers, parks and playgrounds, and hospitals and medical facilities. The closest sensitive receptor to the project site includes a residence to the southwest at a distance of 310 meters (1,019 feet).

The SCAQMD has issued guidance on applying CalEEMod modeling results to LST analyses. For the purposes of this analysis, air pollutant emissions associated with grading and site preparation activities were quantified for the entire project site. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3-3** has been provided by the SCAQMD to determine the maximum daily disturbed acreage for comparison to local significance thresholds.

[1] $\mu g/m^3$ = microgram per cubic meter

[2] Available on the Internet at http://www.aqmd.gov/ceqa/handbook/LST/LST.html

Table 3-3
Equipment-Specific Grading Rates

Equipment Type	Acres/8-Hour Day
Crawler Tractor	0.5
Graders	0.5
Rubber-Tired Dozers	0.5
Scrapers	1.0

Source: CalEEMod User Guide Appendix A (SCAQMD 2011a)

The mitigated construction-related air pollutant emissions associated with the grading and site preparation activities of the entire project site are summarized in **Table 3-2**. CalEEMod identifies that one grader and one tractor (crawler tractor) could be used simultaneously on a peak day during the site preparation phase. CalEEMod identifies that two rubber-tired dozers, one grader, and two tractors (crawler tractors) could be used simultaneously on a peak day during the grading phase. Local significance thresholds for a 2-acre site are employed for the LST analysis of the proposed project.

Table 3-4 shows that the emissions of these pollutants on the peak day of construction would not result in concentrations of pollutants at nearby residences or other sensitive receptors, and less than significant impacts would occur.

Table 3-4
Construction Local Significance Threshold (LST) Impacts (Pounds per Day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Site Preparation Emissions	7.93	5.82	2.61	0.49
On-Site Grading Emissions	8.77	6.29	2.44	1.04
LST Threshold [1]	379	5,136	96	23
Significant Emissions?	**No**	**No**	**No**	**No**

1. Source: SCAQMD 2008

Operational Emissions

The SCAQMD has also established significance thresholds to evaluate the potential impacts associated with long-term project operations (SCAQMD 1993). Regional air pollutant emissions associated with project operations include area source emissions, energy-use emissions, and mobile source emissions. Area source emissions comprise emissions from fuel combustion from space and water heating, landscape maintenance equipment, evaporative emissions from architectural coatings and consumer products, and unpermitted emissions from stationary sources. Energy-use emissions comprise emissions from on-site natural gas usage, and mobile source emissions comprise emissions from automobiles.

Operational area source emissions, energy-use emissions, and mobile source emissions (e.g., trucks, cars, parking lot sweepers) for the proposed project were calculated using the CalEEMod air

quality model (**Appendix 3**, **Appendix 7**). As shown in **Table 3-5**, the project's net emissions would not exceed SCAQMD thresholds for CO, NO_X, sulfur oxides (SO_X), ROG, PM_{10}, or $PM_{2.5}$. Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc. Therefore, regional operations emissions would not result in a significant long-term regional air quality impact.

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

Emissions Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	0.92	0.00	0.00	0.00	0.00	0.00
Energy Use Emissions	0.04	0.38	0.32	0.00	0.03	0.03
Vehicle Emissions	11.16	22.11	83.66	0.11	11.29	1.07
Total	**12.12**	**22.49**	**83.96**	**0.11**	**11.32**	**1.10**
Winter						
Area Source Emissions	0.92	0.00	0.00	0.00	0.00	0.00
Energy Use Emissions	0.04	0.38	0.32	0.00	0.03	0.03
Vehicle Emissions	10.50	22.50	87.70	0.10	11.31	1.09
Total	**11.46**	**22.88**	**88.02**	**0.10**	**11.34**	**1.12**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**NA**

Source: CalEEMod (SCAQMD 2011a)
ROG = reactive organic gas
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxides
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

Operations Localized Significance Analysis

Table 3-6 shows the calculated emissions for the proposed operational activities compared with the appropriate localized significance thresholds. The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 3-6** include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related new vehicle traffic that will occur on-site (SCAQMD 2008). Considering the total trips included in the CalEEMod model, the assumption that 5 percent of them would occur only within the project site is conservative.

Table 3-6 shows that the operational emission rates would not exceed the LST thresholds for receptors at 310 meters. Therefore, the proposed operational activity would not result in a localized significant air quality impact.

Table 3-6
Operational Local Significance Threshold (LST) Impacts (Pounds per Day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Emissions	1.13	4.4	0.6	0.1
LST Thresholds	379	5,136	18	6
Significant Emissions?	**No**	**No**	**No**	**No**

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-2**, **3-4**, **3-5**, and **3-6**).

c) **Less Than Significant Impact.** The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal Clean Air Act and the California Clean Air Act. As discussed earlier, the proposed project would be consistent with the AQMP, which is intended to bring the SoCAB into attainment for all criteria pollutants.[3] In addition, the construction and operations emissions calculated for the proposed project (**Table 3-2** and **Table 3-5**) are less than the applicable SCAQMD daily regional significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards. Cumulative impacts would be less than significant.

d) **Less Than Significant Impact.** Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly.

Special Gas Station Emissions

Gas stations in Eastvale are regulated by SCAQMD Rule 461, Gasoline Transfer and Dispensing. Rule 461 requires 'vapor recovery systems' that collect gasoline vapors that would otherwise escape into the atmosphere during fuel delivery to the underground storage tanks or fuel storage and vehicle fueling. The Enhanced Vapor Recovery (EVR) regulations became state law on April 1, 2001. These regulations provide stringent requirements for vapor recovery systems in order to reduce gasoline vapor emissions. As a result of SCAQMD Rule 461, the proposed gas station itself would not be a source of air toxics.

[3] CEQA Guidelines Section 15064(h)(3) states, "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

Diesel Particulate Matter

In April 2005, the California Air Resources Board (CARB) released the *Land Use and Air Quality Handbook: A Community Health Perspective*, which offers guidance on developing sensitive land uses in proximity to sources of air toxics. Sensitive land uses identified in the handbook include residential communities, schools and schoolyards, day-care centers, parks and playgrounds, and hospitals and medical facilities. One particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter, which CARB has listed as a toxic air contaminant.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel particulate matter exposure are lowered proportionately. The project site is not within 500 feet of any highway or interstate (Interstate 15 is located approximately 2,000 feet east of the project site). Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site.

Carbon Monoxide

Typically, substantial pollutant concentrations of carbon monoxide (CO) are associated with mobile sources (i.e., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (level of service [LOS] E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents, schoolchildren, or hospital patients). To the west of the project site are sensitive receptors consisting of existing residential uses and an existing network of roadways with vehicle traffic controls. The traffic analysis (see subsection 16, Transportation/Traffic) performed for the project determined that all study area intersections would continue to operate at acceptable levels of service with the addition of the proposed project under future conditions. Furthermore, as previously described, the project falls below the SCAQMD operational threshold for CO emissions. Therefore, operation of the proposed project is not expected to result in CO-related impacts to sensitive receptors.

e) **No Impact.** The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project consists of residential uses that will not include any of the land uses that have been identified by the SCAQMD as odor sources. There would be no odor impacts from the proposed project.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

AQ-1 The following measures shall be incorporated into project plans and specifications as implementation of SCAQMD Rule 403:

- 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 midmorning, in the 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 miles per hour or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

AQ-2 The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing a project site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic. Prior to issuance of a grading permit, the grading plans shall reference that a sign is to be posted on-site stating that construction workers shall not idle diesel engines in excess of 5 minutes.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

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

DISCUSSION

Note to the reader: As of January 1, 2013, the agency formerly known as the California Department of Fish and Game (CDFG) changed its name to the California Department of Fish and Wildlife (CDFW). For purposes of this discussion, the agency names and abbreviations are interchangeable.

Environmental Setting

A PMC biologist conducted a desk evaluation of the project to characterize the environmental setting on and adjacent to the proposed project. The evaluation involved a review of a previous habitat assessment survey (L&L Environmental 2012), as well as a thorough query of available data and literature from local, state, federal, and nongovernmental agencies.

Database searches were performed on the following websites:

- US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation (IPaC) System (2013a)
- USFWS's Critical Habitat Portal (2013b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2013)
- California Native Plant Society's (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2013)

A search of the USFWS's IPaC System and Critical Habitat Portal database was performed for the project area to identify federally protected species and their habitats that may be affected by the proposed project. In addition, a query of the CNDDB database was conducted to identify known occurrences for special-status species within a 1- and 5-mile radius of the proposed project. Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur within the Guasti, California, USGS 7.5-minute quadrangle.

According to the habitat assessment performed by L&L Environmental Inc. in 2012, the site is a moderately disturbed vacant lot covered with weedy plants and impacted by off-road vehicle activity, debris, and disking. The site has been characterized as disturbed alluvial fan sage scrub.

The proposed project site is located within the Western Riverside County Multiple Species Conservation Plan (MSHCP) (Eastvale 2010). The MSHCP formally determines conservation planning for all of western Riverside County. The MSHCP identifies plants, wildlife, and habitat that need to be preserved or protected. It also outlines procedures for mitigation of future land development and determines under what circumstances an "incidental take" can be permitted.

Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area, or across their native habitat. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW and the USFWS, and private organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

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

5. Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380), including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDB databases revealed 8 sensitive plant species and 17 special-status wildlife species, a total of 25 species, with the potential to occur in the project vicinity. Table 4-1, provided in **Appendix 4**, summarizes each species identified in the database results, a description of the habitat requirements for each species, and conclusions regarding the potential for each species to be impacted by the proposed project.

DISCUSSION OF IMPACTS

a) **Less Than Significant Impact With Mitigation Incorporated.** Twenty-five special-status species were identified by the database queries; however, due to the nature of the site, suitable habitat for all but five of the species identified does not occur on or adjacent to the project. Please refer to Table 4-1 in **Appendix 4** for a summary of the general habitat characteristics required by each species, as well as the potential for each species to be impacted by the project. All special-status species with the potential to occur on the project site are covered under the MSHCP.

Based on the results of database searches and historic records, as well as known regional occurrences and the presence of suitable habitat within the project site, the following special-status wildlife species may occur within the project site: burrowing owl (*Athene cunicularia*), Delhi sands flower-loving fly (DSFLF) (*Rhaphiomidas terminatus abdominalis*), and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*). In addition, the following special-status plant species have the potential to occur on the project site: slender-horned spineflower (*Dodecahema leptoceras*) and Santa Ana River woolly-star (*Eriastrum densifolium* ssp. *sanctorum*).

Although suitable habitat for these species is present within the project site, it is unlikely that these species occupy the area, given the high level of disturbance. Focused surveys for burrowing owl were done in October 2012 in accordance with the MSHCP guidelines. Potential habitat for DSFLF was identified on-site in 2008, and focused surveys for the species were conducted in 2008 and 2009. Neither burrowing owl nor sands flower-loving fly was observed during focused surveys of the site. In addition, all plants on-site were surveyed in the October 2012 survey, and neither of the species mentioned above was documented (L&L Environmental 2012).

Though no sign of burrowing owls was found during previous surveys, the MSHCP requires preconstruction clearance surveys for burrowing owl. Project implementation may result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs, which would be considered a potentially significant impact. Implementation of mitigation measures **BIO-1**, **BIO-2**, and **BIO-3** would reduce these impacts to a less than significant level.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. The removal of trees/vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Potential nest abandonment and mortality to eggs, chicks, or individuals would be considered potentially significant impacts. Incorporation of mitigation measure **BIO-1** would ensure that potential impacts to these species are less than significant with mitigation incorporated.

Other special-status species associated with the project site are identified in **Appendix 4**. All special-status species associated with the project site are covered by the MSHCP. The MSHCP has been

analyzed under CEQA. Project compliance with the plan fully mitigates for impacts for these covered species. Implementation of the avoidance and mitigation measures outlined in the MSHCP would reduce potential impacts to special-status plant and wildlife species to a less than significant level.

b) **Less Than Significant Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies (such as the MSHCP). The previous habitat assessment (L&L Environmental 2012) characterized the project site as disturbed alluvial fan sage scrub. Alluvial fan sage scrub is considered a sensitive habitat under the MSHCP. The proposed project is located within the MSHCP fee area; therefore, the project will be required to mitigate for the permanent loss of habitat through payment to the MSHCP mitigation fee program. Payment to the MSHCP mitigation fee program would reduce potential impacts to a less than significant level.

c) **No Impact.** No waters of the state or waters of the United States occur within the project boundaries. (L&L Environmental, 2009; **Appendix 4**)Therefore, no impact to federally protected wetlands will occur as a result of the project, and no mitigation is proposed.

d) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. No wildlife corridors for resident migratory wildlife species occur on or adjacent to the site. (L&L Environmental, 2009; **Appendix 4**)In addition, the project is not located within a "Special Linkage Area" as defined by the MSHCP. As a result, no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would occur as a result of the proposed project.

e) **No Impact.** There are no trees growing on-site. (L&L Environmental, 2009; **Appendix 4**; **Figure 7**)No tree preservation policy or ordinance is applicable to the proposed project. Furthermore, as discussed throughout this subsection, the proposed project would protect biological resources, including sensitive, rare, threatened, or endangered species, wildlife, and habitats, consistent with policies in the MSHCP. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No conflict will occur.

f) **No Impact.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Eastvale is a permittee (i.e., signatory). The project site is located within Cell Group A (Cell 68) of the Delhi Sands Area subunit in the MSHCP Plan Area. The listed criteria for Cell Group A (Cell 68) is conservation of DSFLF. The project site is also subject to review for consistency with Section 6.1.2–Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool, Section 6.1.3–Protection of Narrow Endemic Plant Species, Section 6.3.2–Additional Survey Needs and Procedures, and Section 6.1.4–Guidelines Pertaining to the Urban/Wildlands Interface of the MSHCP. A discussion of the proposed project's consistency with these MSHCP sections follows.

Consistency with MSHCP Section 6.1.2: Section 6.1.2 of the MSHCP addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. According to the habitat assessment prepared by L&L Environmental in 2012 (**Appendix 4**), the project site does not support

riverine/riparian and fairy shrimp habitat. Therefore, no impacts to riparian or fairy shrimp habitat will occur.

Consistency with MSHCP Section 6.1.3: Section 6.1.3 sets forth survey requirements for certain narrow endemic plants. The project site is located within the Narrow Endemic Plant Species Survey Area. The required Narrow Endemic Plant Survey was conducted by L&L Environmental in 2012 (**Appendix 4**). Suitable habitat was not found for San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia stellaris*), or San Miguel savory (*Satureja chandleri*), nor were any individuals found. No other criteria area or narrow endemic plant species were observed. Therefore, no impacts to narrow endemic plants will occur.

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project is located in an additional survey area for burrowing owl. A habitat assessment for burrowing owls was conducted according to MSHCP standards (L&L Environmental 2012; **Appendix 4**). During the habitat assessment process, the project site was walked to determine the presence of burrowing owl habitat, and suitable burrowing owl habitat was found on-site. As a result, implementation of the proposed project could result in impacts to this species. However, implementation of mitigation measures **BIO-2** and **BIO-3** would ensure that impacts to burrowing owls could be avoided or mitigated to a less than significant level.

Consistency with MSHCP Criteria Cell Group A: Components of the MSHCP conservation strategy for DSFLF can be found in Introduction to Species Accounts, Volume II-B of the MSHCP. No DSFLF were observed during a two-year focused survey by L&L Environmental (2012). Therefore, it can be assumed that no impacts to DSFLF will occur.

Consistency with MSHCP Section 6.1.4: Section 6.1.4 of the MSHCP addresses the need for certain projects to incorporate measures to address urban/wildland interfaces in or near the MSHCP conservation area. The project site is not located within or next to any MSHCP conservation areas that would require the need for implementation of the Urban/Wildland Interface Guidelines. The project would not conflict with Section 6.1.4 of the MSHCP or with any goals and policies of the MSHCP. Therefore, impacts are considered less than significant.

A final component of the MSHCP is mitigation fee areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization of impacts to certain endemic species. The proposed project is located within the MSHCP mitigation fee area (Riverside County Ordinance 810.2). Mitigation measure **BIO-4** includes payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

With implementation of mitigation measure **BIO-4**, any impacts will be less than significant. In addition, implementation of the consistencies discussed above will mean the project will have no conflict with the MSHCP.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

BIO-1 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during the nesting season, preconstruction surveys for nesting raptors, migratory birds, and special-status resident birds (e.g., coastal California gnatcatcher) shall be

conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest). Alternative exclusion zones may be established through consultation with the CDFW and the USFWS. The exclusion zones shall remain in force until all young have fledged.

Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.

If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.

Timing/Implementation: *The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.*

Enforcement/Monitoring: *City of Eastvale Planning and Public Works Departments*

BIO-2 Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the survey area, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season.

The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between September 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

Timing/Implementation: *Thirty days prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Eastvale Planning and Public Works Departments*

BIO-3 If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance:

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 75-meter (250-foot) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied.

If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

- The location of the nest and owls proposed for relocation.
- The location of the proposed relocation site.
- The number of owls involved and the time of year when the relocation is proposed to take place.
- The name and credentials of the biologist who will be retained to supervise the relocation.
- The proposed method of capture and transport for the owls to the new site.
- A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).
- A description of efforts and funding support proposed to monitor the relocation.

If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (e.g., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities.*

Enforcement/Monitoring: *City of Eastvale Planning and Public Works Departments*

BIO-4 The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area, as applicable.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities.*

Enforcement/Monitoring: *City of Eastvale Planning Department*

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

DISCUSSION

a, b, d) **Less Than Significant Impact With Mitigation Incorporated.** A cultural resources survey (**Appendix 5**) was prepared for the proposed project and included a cultural resources literature review, consultation with relevant Native American tribes in accordance with Senate Bill (SB) 18, and a cultural resources survey of the project site. According to the literature review, there are no registered historic or cultural sites or resources on the project site. A field survey also failed to reveal any historical or cultural resources.

Despite a lack of identification of cultural resources in close proximity to the project site and results of tribal consultation, there is potential for previously undiscovered cultural resources to exist on the project site. This impact would be potentially significant; however, with implementation of mitigation measures **CUL-1** through **CUL-6**, any impact would be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated.** The potential impact for paleontological resources is determined to be high for Pleistocene-age vertebrate fossils (RCLIS 2013). In the event that construction activities at the proposed project site uncover paleontological resources, mitigation measure **CUL-7** shall be implemented to reduce any potential impact to a less than significant level.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

CUL-1 An archeological monitor shall be present during all proposed earth-moving activities to evaluate and ensure protection of any cultural resources unearthed on the site. At the completion of construction activities, the archeological monitor shall prepare a report

documenting all resources recovered and the site at which they were discovered and shall provide an interpretation of each resource. The City of Eastvale shall designate repositories in the event significant resources are recovered, with the exception of Native American resources. Discovery of Native American resources is addressed in mitigation measure **CUL-2**.

Timing/Implementation: *Implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

CUL-2 At least 30 days prior to seeking a grading permit, the project applicant shall contact those Tribes which requested tribal consultation with the City under Senate Bill 18 regarding the proposed project.[4] The applicant shall coordinate with these Tribes and the City to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the project site; designation, responsibilities, and participation of Native American Tribal monitors during ground-disturbing activities; project grading and development scheduling; and terms of compensation.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

CUL-3 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Timing/Implementation: *Implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

[4] See **Appendix 5**. The City consulted with eight tribes under SB 18.

CUL-4 The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts, that are found on the project site to the appropriate Tribe for proper treatment and disposition.

Timing/Implementation: *Implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

CUL-5 All sacred sites, should they be encountered within the project site, shall be avoided and preserved in place as the preferred mitigation, if feasible.

Timing/Implementation: *Implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

CUL-6 If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the project applicant, the project archaeologist, and the appropriate Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources, in accordance with the Cultural Resources Treatment and Monitoring Agreement described in mitigation measure **CUL-2**. If the parties cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City's Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Eastvale.

Timing/Implementation: *Implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

CUL-7 Prior to the issuance of a grading permit, the qualified paleontologist shall be identified to the City of Eastvale who has been retained to evaluate the significance of any inadvertently discovered paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Eastvale and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City's Planning Director. The project shall pay for all required treatment and storage of the discovered resources.

Timing/Implementation: *Implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

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

DISCUSSION

a)

i) **Less Than Significant Impact.** A geotechnical engineering report prepared for the proposed project (**Appendix 6**) states that the project site is not located within a currently delineated California Geologic Survey (CGS) Special Studies Zone (formerly known as an Alquist-Priolo fault hazard zone). The report also states that there are no known or suspected active faults identified on or near the project site and that the potential for active fault rupture is very low (Geo-Cal 2012a; **Appendix 6**). Any impact would be less than significant.

ii) **Less Than Significant Impact With Mitigation Incorporated.** The site is located in Southern California, which is an active seismic area. Large numbers of earthquakes are recorded each year in Southern California. The site is located within the Transverse Ranges geomorphic province of California, where east–west-trending mountains and valleys characterize the landscape. These mountains and valleys are largely controlled by active faulting and folding. The closest known major active fault is the Chino-Central Avenue fault located approximately 5 miles southwest. Other faults include the Whittier fault, the Elsinore fault (Glen Ivy segment), the San Jacinto fault zone (San Bernardino segment), and the San Andreas fault zone (San Bernardino segment). Based on the seismic activity of the region, moderate to severe seismic shaking of the site can be expected during the lifetime of the proposed project. Therefore, this impact is potentially significant. However, implementation of mitigation measure **GEO-1** would reduce any impact to a less than significant level.

iii) **Less Than Significant.** As a component of the geotechnical engineering report performed for the project, a liquefaction evaluation of the site was performed based on data collected during site exploration. The basis of this analysis is available in **Appendix 6**. Parameters utilized in the analysis included Standard Penetration Test (SPT) results from hollow-stem auger borings, visual descriptions of soil samples retrieved, and geotechnical laboratory test results, including sieve and hydrometer analysis, Atterberg limits, and moisture content. Soil susceptibility to liquefaction is estimated based on several factors, including relative density, fines content, plasticity, and moisture content.

Based on the analysis and using a factor of safety against liquefaction of 1.3, conservatively assuming (1) the historically shallowest groundwater level (approximately 10 feet below the existing ground surface) and (2) that clayey soils are potentially susceptible to liquefaction, it was determined that much of the soil profile below a depth of approximately 10 to 20 feet would be susceptible to liquefaction under the design seismic ground motion.

However, much of the soil that is considered potentially susceptible to liquefaction is clay, having a grain-size distribution with approximately 17 to 23 percent finer than 2 micron particle size. Based on this information, the Chinese criteria rule out the possibility of liquefaction in clayey soil. Furthermore, these soils were visually logged as fat clay (CH) in the field. The evaluation revealed that it is reasonable to consider this clay as non-susceptible to liquefaction. As such, potentially liquefiable soils are generally limited to 5-foot-thick layers or less, with the thickest liquefiable layer being a 7-foot-thick layer in LB-03-11 below a depth of approximately 23 feet. With this analysis, the potential for surface manifestations of liquefaction, such as bearing failures and sand boils, is considered low (Geo-Cal 2012a; **Appendix 6**).

A lateral spreading analysis was also performed. This analysis was based on the Youd et al. method. Based on this analysis, the potential for lateral spreading is less than 0.1 foot, which, based on Youd et al., is considered negligible (Geo-Cal 2012a; **Appendix 6**).

Removing the second conservative assumption—that groundwater will rise to its estimated historically shallowest levels—reduces the potential of liquefaction even more. It is likely that groundwater would not rise to shallow depths in the future (Geo-Cal 2012a; **Appendix 6**). As such, the potential for liquefaction in soils beneath the site is low (Geo-Cal 2012a; **Appendix 6**). A complete summary of the liquefaction analysis is included in **Appendix 6**.

Based on these findings, the primary concern of liquefaction on-site is the potential for differential settlement as a result of liquefaction. During a strong seismic event, seismically induced settlement can occur within loose to moderately dense, dry, or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement.

The potential total settlement resulting from seismic loading is considered moderate (up to 5 inches) for this site, both in cases assuming the historic high groundwater level and in cases assuming deep groundwater. Differential settlement resulting from seismic loading is generally assumed to be one-half of the total seismically induced settlement over a distance of 40 feet. Design and construction of the proposed structures and included in mitigation measure **GEO-2** will need to consider seismic settlement. Following the implementation of mitigation measure **GEO-2**, this impact would be less than significant.

iv) **No Impact.** The overall site and surrounding areas are nearly flat and level. No evidence of slope instability or mass movement was observed at or near the site (Geo-Cal 2012a; **Appendix 6**). No impact will occur from slope instability, landslides, or debris flows.

b) **Less Than Significant Impact.** As with any development, soil erosion can result during construction, because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. The implementation of this standard requirement is expected to address any erosional issues associated with grading and overexcavation of the site. As a result, any impact would not considered to be significant with the implementation of the necessary erosion and runoff control measures required as part of the approval of a grading plan.

c) **Less Than Significant Impact With Mitigation Incorporated.** Also see Issue 6a.iii. Soil compressibility refers to a soil's potential for settlement when subjected to increased loads as from a fill surcharge. Based on the preliminary geotechnical investigation performed for the proposed project (**Appendix 6**), the native soil encountered in the vicinity of the proposed improvements is generally considered to be slightly to moderately compressible. Mitigation measures **GEO-3** and **GEO-4**, which include the partial removal and recompaction of this material under shallow foundations, are required to reduce the potential for adverse total and differential settlement of the proposed improvements.

Collapse potential refers to the potential settlement of a soil under existing stresses upon being wetted. Test results indicated that the alluvial soil within the upper 15 feet on-site has a minor collapse potential. Soils below are expected to have a negligible collapse potential. The collapse potential of the upper 15 feet of soil will be mitigated through the implementation of mitigation measures **GEO-3** and **GEO-4**, reducing this impact to less than significant.

d) **No impact.** Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

A sample of the subsurface soil was tested for expansion potential during the geotechnical engineering investigation performed for the proposed project. The test result indicates an Expansion Index of 1, meaning that the on-site near-surface soil is expected to have a very low to low expansion potential.

e) **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.

STANDARD CONDITIONS AND REQUIREMENTS

1. The project shall comply with the California Building Code and the City of Eastvale Municipal Code.

MITIGATION MEASURES

GEO-1 Project plans and submittals shall show compliance with all of the seismic and site stability recommendations contained in the geotechnical engineering report prepared by Geo-Cal, Inc., dated October 31, 2012 (as amended or updated).

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

GEO-2 To reduce the potential for damaging seismic settlement, development within the project shall place two geogrid layers within the compacted fill under the proposed structures, as described below, and provide stiffened foundations, as described in **Appendix 6**.

Each structure footprint shall be underlain by two layers of Tensar TriAx TX160 geogrid. The first layer of geogrid should be placed on the overexcavated bottom. The second layer of geogrid should be placed within the compacted fill 1 foot above the first layer of geogrid, placed with the roll axis perpendicular to the first layer. Adjacent rolls of geogrid should overlap a minimum of 6 inches. The geogrid should extend a minimum of 7 feet beyond the outside footing edges (including footings for attached columns or similar architectural features) or a minimum distance equal to the overexcavation depth below the footings, whichever is farther.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

GEO-3 Prior to overexcavation and recompaction of the on-site alluvial soil, any clean uncontrolled artificial fill shall be removed and may be used as compacted fill for the project.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: City of Eastvale Planning Department and Public Works Department

GEO-4 To reduce the potential for adverse differential settlement of the proposed improvements, the underlying subgrade soil shall be prepared in such a manner that a uniform response to the applied loads is achieved. For structures with shallow foundations, alluvial soils shall be overexcavated and recompacted to a minimum depth of 4 feet below the bottom of the proposed footings or 5 feet below existing grade, whichever is deeper. Overexcavation and recompaction shall extend a minimum horizontal distance of 5 feet from perimeter edges of the proposed footings.

Areas outside these overexcavation limits planned for asphalt or concrete pavement, flatwork, and site walls, and areas to receive fill, shall be overexcavated to a minimum depth of 24 inches below the existing ground surface or 12 inches below the proposed subgrade, whichever is deeper.

After completion of the overexcavation, and prior to fill placement, the exposed surfaces shall be scarified to a minimum depth of 6 inches, moisture conditioned to or slightly above optimum moisture content, and recompacted to a minimum 90 percent relative compaction, relative to the ASTM D 1557 laboratory maximum density.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

Enforcement/Monitoring: City of Eastvale Planning Department and Public Works Department

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

DISCUSSION

a) **Less Than Significant Impact.** Construction and operation of project development would generate greenhouse gas (GHG) emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the project's operation (as opposed to its construction). Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates greenhouse gases such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment.

- **Gas, Electric, and Water Use:** Natural gas use results in the emissions of two GHGs: CH_4 (the major component of natural gas) and CO_2 from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Preliminary estimates indicate that the total energy used to pump and treat this water exceeds 6.5 percent of the total electricity used in the state per year.

- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH_4 from the anaerobic decomposition of organic materials. CH_4 is 21 times more potent a greenhouse gas than CO_2. However, landfill methane can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.

- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary source emissions, such as natural gas used for heating and electricity usage for lighting. Preliminary guidance from the Office of Planning and Research (OPR) and recent letters from the Attorney General critical of CEQA documents that have taken different approaches indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. The calculation presented below includes construction as well as long-term operational emissions in terms of annual carbon dioxide equivalents (CO_2e). (Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 21 times more heat per molecule than CO_2, and N_2O absorbs 310 times more heat per molecule than CO_2. GHG emissions are presented in CO_2e, which weight each gas by its global warming potential (GWP). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.)

The current, interim recommended threshold for greenhouse gas emissions established by the SCAQMD is 3,000 metric tons of CO_2e per year. The anticipated GHG emissions during project construction and operation are shown in **Table 7-1**. Per this table, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO_2e per year. The impact is therefore considered less than significant.

Table 7-1
Total Project Greenhouse Gas Emissions (Annual) (Metric Tons per Year)

Emission Type	CO_2e
Construction Amortized over 30 Years	3
Indirect Emissions from Energy Consumption	168
Water Demand	9
Waste Generation	28
Area Source (landscaping, hearth)	0
Mobile Source (vehicles)	1,643
Operations Total	1,851
SCAQMD Greenhouse Gas Threshold	3,000
Threshold Exceeded?	**No**

Source: CalEEMod (see Appendix 7)

b) **Less Than Significant Impact**. The City of Eastvale does not have local policies or ordinances with the purpose of reducing GHG emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32), codified at Health and Safety Code Sections 38500, 38501, 28510 (repealed), 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, and 38592–38599. As identified under Issue 7a above, the proposed project would not surpass the SCAQMD's recommended GHG significance thresholds, which were prepared with the purpose of complying with

the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32. This impact is less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **Less Than Significant Impact**. The proposed project would be subject to standard regulations related to the routine transportation, storage, and dispensing of gasoline, in order to ensure that

the gas station would not create a significant hazard to the public or the environment. Although small quantities of cleaning supplies may be used with the operation of other components of the use (car wash, restaurant, convenience store), no other components of the proposed project would involve the routine transportation, use, or disposal of significant quantities of hazardous materials. Fuel pump dispensers at the gas station would be required to be equipped with automatic shutoffs and other safety devices and signage (as required by Fire, Building, and Health codes). In accordance with the California Code of Regulations, Title 23, Section 2635(b), underground storage tanks would be required to have spill containment and overfill prevention systems.

c) **No Impact.** There are no existing or proposed schools located within one-quarter mile of the site. The nearest school, Colony High School, is located 1.6 miles west of the proposed project site in the City of Ontario.

d) **Less Than Significant Impact.** The proposed development site is not included on the Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Site List, and currently is not and is not known to have previously been used for extraction or storage of hazardous materials.

e) **Less Than Significant Impact.** The proposed project site is located within the Airport Influence Area of Ontario International Airport. However, the proposed project is not within the safety zones of the airport use plan. Therefore, there are no development constraints placed on the project due to its location within the Airport Influence Area (RCALUC 2011).

f) **No Impact.** The project site is not located in the vicinity of a private airstrip. There would be no impact.

g) **No Impact.** Project construction activities could temporarily slow or block traffic on Riverside Drive or Hamner Avenue. However, such disruptions would be temporary and traffic would be directed by construction workers or diverted to an alternative route, if necessary. Operation of the proposed project would not significantly affect traffic flows along Riverside Drive, Hamner Avenue, or any nearby intersections (see subsection 16, Transportation/Traffic). The site is not located near any important facilities such as police or fire stations or hospitals and would not affect the operation of any such facilities. The site is not adjacent to a freeway entrance and would not affect major evacuation routes within the city.

h) **Less Than Significant Impact.** The project site is not designated as a high fire hazard area (RCLIS 2013). The site is also located in an urbanizing area, further reducing the threat of expsosure to wildfire.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, f) **Less Than Significant Impact.** Construction and operation of the proposed project could result in soil erosion and urban pollutants entering drainages, potentially degrading downstream water quality and/or violating applicable water quality standards or waste discharge requirements.

The project falls under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). As a project that would disturb more than 1 acre of land, it would be required to obtain coverage under the RWQCB Statewide General Construction Permit, which requires the preparation, approval, and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP would include best management practices to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.

Stormwater draining from the site would enter the City's storm drainage system and would be subject to the Riverside County Storm Water Permit, also issued by the RWQCB (Order No. R9-2010-0016, NPDES No. CAS0108766) for discharges from the municipal separate storm sewer systems (MS4s) draining the county. This permitting program includes inspections of construction sites, commercial facilities, and municipal stormwater inspections, development BMPs for existing development, comprehensive water quality monitoring, and assessment of stormwater program effectiveness, among other measures to meet specific water quality standards.

Compliance with these existing state and local regulations would protect water quality and ensure compliance with applicable water quality standards.

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

The JCSD has issued a will-serve letter to the proposed project for water service, conditional only upon compliance with district rules, regulations, and payment of appropriate fees. The will-serve letter indicates that the JCSD's current water supply exceeds the maximum day demand projected in the next five years. As such, sufficient water supplies are available from the JCSD to serve the proposed project, and the Chino Groundwater Basin would not be substantially depleted as a result of serving the project.

Construction of the proposed project would introduce new impervious surfaces (e.g., roofs, driveways, streets, sidewalks, patios) to a previously largely undeveloped site and would direct drainage from the site into the public stormwater drainage system. However, the proposed impervious surfaces would not represent a substantial increase in the amount of impervious surfaces over the entire surface area of the Chino Groundwater Basin.

c) **Less Than Significant Impact.** Also see Issue 6b. Stormwater flows from the site currently flow to Hamner Avenue. With the implementation of the proposed project, flows from the on-site areas will be detained for water quality purposes. Mitigation for flows is not required, as the project site's runoff flow rate, volume, velocity, and duration for the post development condition for the 2-year, 24-hour and 10-year 24-hour rainfall events. (W&W Technologies, 2013; **Appendix 9**)

In addition, the project applicant would be required to prepare and submit for City approval a detailed erosion control plan prior to obtaining a grading permit for the proposed project. The

implementation of this plan is expected to address any erosional issues associated with the proposed grading and site preparation.

d, e) **Less Than Significant Impact.** Also see Issues 9a and 9f. The proposed project would not directly cause a modification to the course of a stream, creek, or river. Although the proposed project would create new impervious surface on the property, the proposed plans also include opportunities for landscaped areas to be utilized for stormwater retention for those storms that are more frequent and less intense than the 10-year storm. The drainage to which runoff from the property would be conveyed is mapped outside of a flood zone, and so it is not anticipated that the increase in runoff from the property would result in flooding of that drainage.

g, h) **No Impact.** The project site is not located within the 100-year flood hazard area (RCLIS 2013). The project site is not located within a dam inundation area. (RCLIS, 2012)

i) **No Impact.** The project site is not located in an area that is subject to seiches, mudflows, or tsunamis.

STANDARD CONDITIONS & REQUIREMENTS

1. Prior to the approval of the grading permit, the City shall review and approve the Preliminary Water Quality Management Plan as required by the program requirements in effect at that time.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **No Impact.** The proposed project would not create a physical barrier to easy and frequent travel, as it would not involve significant improvements to any roadways or pedestrian paths and would not be separated from the rest of Eastvale by any geographic features. Instead, development of the project site with commercial uses would be a continuation of recent and future planned similar development to the north and south and would be in line with the continued urbanization of the city as a whole.

b) **No Impact.** The project site is currently designated by the Eastvale General Plan as Business Park (BP) and is zoned Industrial Park (I-P). Since the project proposes commercial development, it would not confirm with allowed uses for the site. As such, the project applicant is applying for a General Plan amendment to change the site's land use designation to Commercial Retail (CR) as well as a Change of Zone to revise the site's zoning classification to Commercial (C-1/C-P). Approval of these requests would amend the City's General Plan Land Use Map and Zoning Map and would result in consistency with these documents. Neither the current general plan designation nor the proposed land use designation is designed to avoid or mitigate an environmental effect. Both designations are designed to allow for urban uses. Further, the property is surrounded by urban uses and will therefore not impact any adjacent plan for avoiding or mitigating an environmental effect.

c) **Less Than Significant Impact.** Also see Issue 4e. The proposed project will not conflict with any existing habitat conservation plan. In addition, following the payment of the required regional impact mitigation fee, the proposed project would be consistent with the Riverside County MSHCP.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **No Impact.** The project site is located within Mineral Zone MRZ-3 (RCLIS 2013). However, no mineral resources have been identified on the project site, and the site and surrounding area have no history of use for mineral extraction purposes. In addition, the geotechnical engineering report prepared for the project site did not identify any evidence of significant mineral resources (Geo-Cal 2012a; **Appendix 6**).Implementation of the proposed project would not result in the loss of availability of any known mineral resources that would be of value to the region and residents of the state.

b) **No Impact.** See Issue 11a. There are no mineral resource recovery sites on the project site or in the surrounding area. Implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The subject commercial project is itself not proposed to house any sensitive noise receptors, as would be expected of a hospital, school, or other facility where occupants would be negatively affected by excessive noise levels. However, the proposed project does have the potential to create a new noise source on the property that could have impacts on surrounding uses. The proposed development site is abutted on two sides (north and west) by existing roadways and on two sides (south and east) by industrial uses. Roadways and industrial uses are not considered to be sources of sensitive noise receptors.

b) **Less Than Significant Impact.** Groundborne vibrations and noise can result from both construction and grading activities. The use of unusual grading equipment or blasting that would result in the creation of excessive groundborne vibrations is not anticipated to be required for the proposed project. While some localized vibrations may occur during the proposed grading and soil hauling activities, such vibrations are expected to be minor and would not affect the closest sensitive receptors to the project site, which are located immediately to the east and south. Once

construction of the proposed project is completed, no excessive ground vibrations or noises are expected to occur. This impact would be less than significant.

c) **Less Than Significant Impact.** Ambient noise generated from similar gas station projects are generally observed to come from vehicle trips to and from the gas station business. The proposed project is anticipated to generate 628 new automobile trips during the two busiest times of day: the AM peak hour (332 new trips) and the PM peak hour (296 new trips). As projected in the traffic impact analysis completed for the proposed project, the average daily traffic (ADT) for Hamner Avenue at the site of the proposed project is 12,500 and the ADT for Riverside Drive at the proposed project site is 5,800 (RK Engineeering 2012). During the AM and PM peak hours, the vehicle trips resulting from the proposed project would account for less than 1 percent of the vehicle trips on both roadways. Ambient noise levels resulting from vehicle trips attributed to the project are therefore anticipated to be less than significant relative to the ambient noise from vehicles on the roadway.

d) **Less Than Significant Impact With Mitigation Incorporated.** During construction, the proposed project will temporarily increase noise levels. Mitigation measure **NOS-1** will reduce impacts to the area; however, grading and construction will generate noise above the existing ambient level. These increases are of short duration and temporary. As mitigated, this impact will be less than significant.

e) **Less Than Significant Impact.** The project site is located within the 60–65 dB CNEL Noise Impact Zone of Ontario International Airport (RCALUS 2011). However, the proposed project is intended for commercial use and will not house sensitive receptors or residential uses, so any impact would be less than significant.

f) **No Impact.** Also see Issue 8e. The project site is not located near any private airstrips.

STANDARD CONDITIONS & REQUIREMENTS

1. The proposed project shall comply with the general sound level standards of the City of Eastvale Municipal Code (Section 8.52.040).

MITIGATION MEASURES

NOS-1 The following measures shall be implemented to reduce the impacts of construction noise:

- During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the construction area.

- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

- All construction, maintenance, or demolition activities associated with the proposed project shall be limited to the hours between 6:00 AM and 6:00 PM during the months of

June through September and 7:00 AM and 6:00 PM during the months of October though May.

Timing/Implementation: *Implemented during construction*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

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

DISCUSSION

a) **Less Than Significant Impact.** The proposed project will include the creation of three businesses and no new housing. In addition, the proposed project will not include the extension of any road or infrastructure. The City of Eastvale was the location of 3,144 jobs according to a 2012 estimate by the Southern California Council of Governments. (SCAG, 2013) The addition of three businesses does not represent a significant increase in employment opportunities within the city.

b, c) **No Impact.** The proposed project site does not contain any housing units and there are no housing units on the properties surrounding the proposed project site.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

i) **Less Than Significant Impact.** The Riverside County Fire Department provides fire protection and safety services to the City of Eastvale. The nearest fire station within the city is Eastvale Fire Station #27, located at 7067 Hamner Avenue, approximately 4.2 miles south of the project site. In addition, a station is located in the City of Jurupa Valley, 2.6 miles east of the project site, which could also provide emergency services to the project. The project has been conditioned to comply with the requirements of the Riverside County Fire Department and for the payment of the City's development impact fees pursuant to Chapter 110.28 of the City of Eastvale Municipal Code. The proposed project is not expected to result in unusual circumstances that may generate high demand for fire protection services. Therefore, payment of the City's fees would fully mitigate any potential impact on Riverside County Fire Department facilities.

ii) **Less Than Significant Impact.** Police protection services are provided by the Riverside County Sheriff's Department. The nearest sheriff's station is the Jurupa Valley Station, located at 7477 Mission Boulevard in Jurupa Valley, approximately 6.31 miles east of the project site. The project has been conditioned for the payment of the City's development impact fees pursuant to Chapter 110.28 of the City of Eastvale Municipal Code. The proposed project, as a relatively small commercial development, is not expected to result in any unusual circumstances that may generate high demand for police protection services. Therefore, payment of the City's fees would fully mitigate any potential impact on Riverside County Sheriff's Department facilities.

iii) **Less Than Significant Impact.** The proposed project is located within the Corona-Norco Unified School District (CNUSD). The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. As a new

commercial use, the project will be required to pay developer impact fees currently in the amount of $0.51 per square foot development at the time of building permit issuance (CNUSD 2012). The district uses these fees to pay for facility expansion and upgrades needed to serve new students. The district considers payment of these fees as full mitigation for project impacts.

iv) **Less Than Significant Impact.** Also see Issue 15a. The proposed project is within the Jurupa Area Recreation and Park District, which has established development impact fees to fund park development as needed to respond to area growth. Payment of these fees would ensure that adequate parkland and recreational facilities are made available to the residents of the proposed project and to the city as a whole.

v) **Less Than Significant Impact.** The proposed project could 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. Any increased demand for these additional public services would be incremental and minor because of the relatively small size of the project. This impact would be fully mitigated through the payment of the appropriate City development impact fees.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **No Impact.** The proposed project is within the Jurupa Area Recreation and Parks District (JARPD or District) and while the project will not directly result in new residents within the JARPD, the increased employment opportunities may indirectly result in an incremental population increase. The Jurupa Area Recreation and Park District (JARPD) has established development impact fees to fund park development as needed to respond to area growth. Payment of these fees would ensure that existing parks are maintained and that adequate parkland and recreational facilities are made available to the residents of the District and to the city as a whole.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

16. TRANSPORTATION/TRAFFIC. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e)	Result in inadequate emergency access?				✓
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				✓

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** The City of Eastvale General Plan, Policy C-10, establishes peak-hour intersection operation of level of service (LOS) D or better. Therefore, any intersection operating at LOS E or LOS F will be considered deficient. The traffic impact study evaluated three existing intersections as well as the two access points of the proposed project. The five existing intersections are included in **Table 16.1**. All of the existing intersections are currently operating at an acceptable level of service during the AM and PM peak hours (RK Engineering 2012; **Appendix 11**).

Table 16-1
Study Area Intersections

North–South Street	East–West Street
Hamner Avenue	Riverside Drive
Milliken Avenue	US 60 Westbound Ramps US 60 Eastbound Ramps
Milliken Avenue/Hamner Avenue	Riverside Drive
Hamner Avenue	Project Access 1 Cantu-Galleano Ranch Road
Project Access 2	Riverside Drive

Source: RK Engineering 2012; Appendix 16

Based on trip generation projections derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 8th Edition*, the proposed project is anticipated to generate 4,248 trip-ends per day with 332 net vehicles per hour during the AM peak hour and 296 net vehicles per hour during the PM peak hour. All intersections will continue to function acceptably at the Existing Plus Ambient Plus Cumulative Plus Project scenario developed for the traffic impact analysis (**Appendix 11**). This scenario takes into account previously approved projects as well as background growth in the region and adds the anticipated project traffic. Even under the Cumulative Plus Project scenario, all of the traffic study intersections operate acceptably during the AM and PM peak hour.

b) **No Impact.** As described in the traffic impact analysis (**Appendix 11**) and in Issue 16a above, all intersections will continue to function acceptably during the AM and PM peak hours. No impacts are expected.

c) **No Impact.** The proposed will not impact or influence air traffic or air traffic safety in any way.

d) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). The proposed site plan (**Figure 8**, **Appendix 1**) was reviewed by City engineering and planning staff to ensure that it complies with all applicable City standards and that it logically connects with adjacent development and the local circulation system. Implementation of mitigation measures **TRA-1** and **TRA-2** will ensure that the increases to localized traffic will not result in any substantial hazards due to design. In addition, further project review by City staff will ensure that the implementation of project design will not result in the development of unsafe driving conditions.

e) **No Impact.** As shown on the proposed site plan (**Figure 8, Appendix 1**), the proposed development would be accessed directly from Hamner Avenue and Riverside Drive. The proposed site plan and roadway designs have been reviewed by City engineering and planning staff to ensure that they meet all applicable City standards, including minimum turnaround area for emergency vehicles.

f) **No Impact.** The proposed project will construct improvements on both Hamner Avenue and Riverside Drive to City standards, including sidewalks and bicycle lanes.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

TRA-1 On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

TRA-2 Sight distance at the project driveways shall be reviewed with respect to standard City of Eastvale and County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Timing/Implementation: *Reviewed as part of the construction plans, and verified prior to occupancy*

Enforcement/Monitoring: *City of Eastvale Planning Department and Public Works Department*

T:_CS\Work\Eastvale, City of\Figures\Arco Gas Station\Figures

Q.S.R., Restaurant, C-Store & Gas Station Development

S.E. CORNER OF HAMNER AVE., AND RIVERSIDE DR., CITY OF EASTVALE, CA 91752

Parcel Information

APN	ADDRESS	ZONING	PARCEL (AC)
156040001-3	HAMNER AVE.	BP(BUSINESS PARK)	2± A.C. VACANT LAND

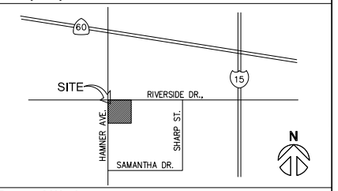
Project Directory

OWNER:	ARCHITECT:	CIVIL ENGINEER:
H&S BROS ENTERPRISES, LLC 4300 EDISON AVE., CHINO, CA 91710 TEL: (909) 465-4101 FAX: (909) 606-6839	K U & ASSOCIATES, INC. 650 CAMINO DE GLORIA CITY OF WALNUT, CA 91789 TEL: (909) 869-5828 FAX: (909) 869-5827	W&W TECHNOLOGIES 1750 W. ANDES DRIVE UPLAND, CA 91784 TEL: (909) 608-7118

Sheet Index

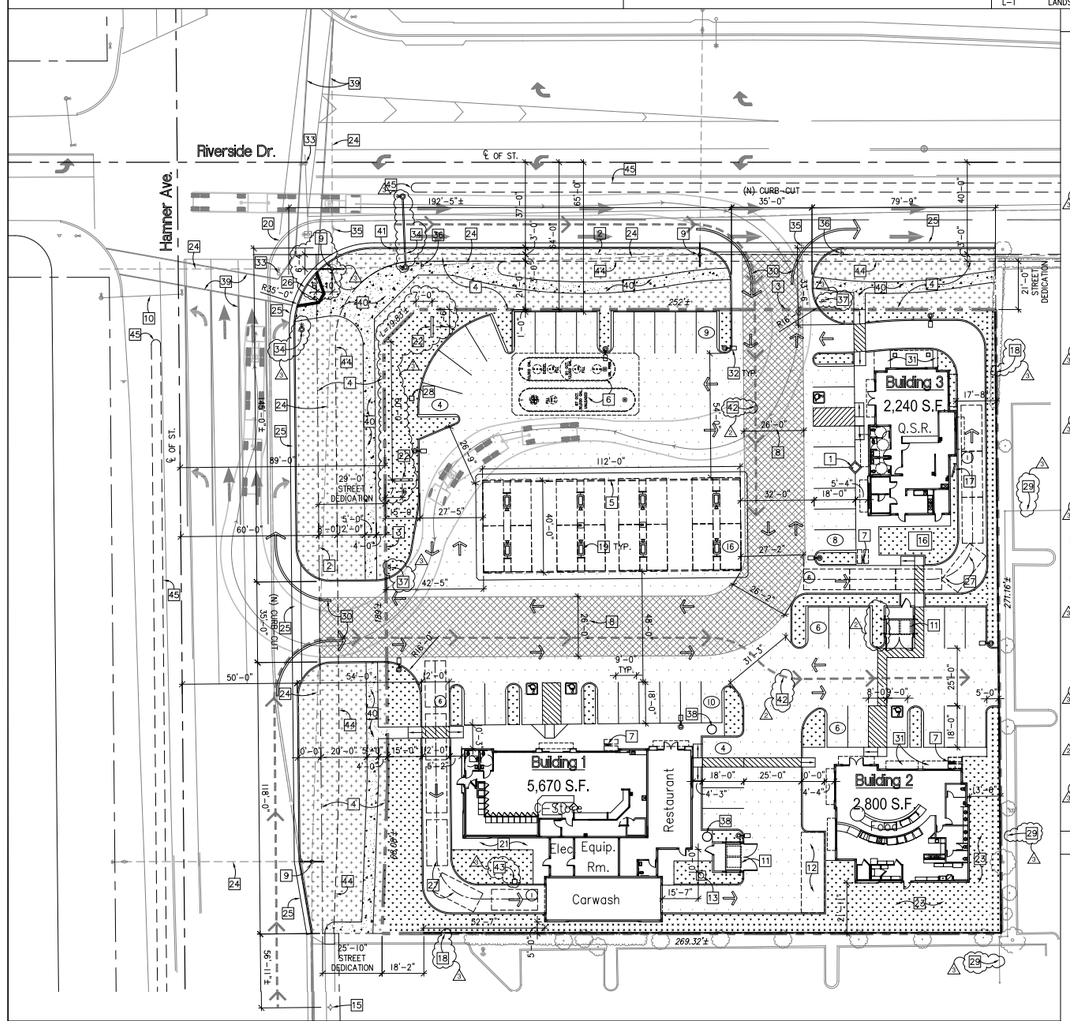
Vicinity Map

NOT TO SCALE



Sope of Work

NEW CONSTRUCTION OF A GAS STATION WITH 8 PUMPS, A 4,480 S.F. CANOPY, CONVENIENCE-STORE, CARWASH TUNNEL, TWO SIT DOWN RESTAURANTS AND ONE FASTFOOD RESTAURANT WITH ONE DRIVE-THRU, TWO TRASH ENCLOSURES WITH METAL OPEN TRELLIS.



Reference Notes

1. SIDEWALK PLANTER, SEE. (3 A1.02)
2. (E) PROPERTY LINE.
3. (N) PROPERTY LINE.
4. STREET DEDICATION.
5. LINE OF CANOPY ABOVE.
6. (N) UNDERGROUND STORAGE TANK.
7. (N) BIKE RACK PER CITY STANDARD, PROVIDE 5'-0" CLR. ACCESS.
8. (N) 26'-0" WIDTH FIRE LANE, PAINT AND MARK ENTIRE LANE PER PER FIRE DEPARTMENT STANDARD.
9. (E) SCE POWER POLE TO REMAIN.
10. (E) TRAFFIC SIGNAL LIGHT TO REMAIN.
11. (N) TRASH ENCLOSURE PER CITY STANDARD, SEE (10 A1.02)
12. (N) 10' X 35' LOADING / UNLOADING.
13. (N) HEALY TANK.
14. (N) LANDSCAPE AREA.
15. (E) FIRE HYDRANT.
16. (N) 8' X 10' TRANSFORMER PAD.
17. (N) MENU BOARD.
18. (N) 6'-0" HT. CMU (SPLIT FACE) FENCE WALL.
19. (N) 8 MPDS WITH CANOPY ABOVE.
20. (E) R.O.W. & CURB/GUTTER TO BE RELOCATED.
21. (N) 5'-0" WIDE SIDEWALK.
22. (N) MONUMENT / PROJECT SIGN, UNDER SEPARATE PERMIT.
23. (N) PROPOSED INFILTRATION AREA.
24. (E) OVERHEAD POWER LINE.
25. (N) CURB & GUTTER PER CITY STANDARD.
26. ZERO CURB 4'-0" WIDE WALKWAY.
27. LINE INDICATE 120'-0" STACKING SPACES (6 CARS).
28. AIR AND WATER STATIONS.
29. (E) 8' HT. WROUGHT IRON FENCE ON ADJACENT PROPERTY, NOT A PART OF PROJECT.
30. RIGHT-IN AND RIGHT-OUT ONLY.
31. OUTDOOR SEATING AREA.
32. (N) 20'-0" HT. PARKING LOT LIGHT.
33. (E) TRAFFIC LIGHT TO BE RELOCATED.
34. (N) LOCATION OF (E) TRAFFIC LIGHT.
35. (E) CITY SIGN TO BE RELOCATED.
36. (N) LOCATION FOR CITY SIGN PER CITY STANDARD / REQUIREMENT.
37. RIGHT TURN ONLY SIGN.
38. (N) VACUUM UNITS AT TWO LOCATIONS.
39. (N) PROPOSED LANE AND CROSSWALK, SEE CIVIL PLAN.
40. (N) SIDEWALK PER CITY STANDARD.
41. (E) FIRE DEPARTMENT HOSE CONNECTION.
42. ROUTE FROM NEAREST (E) FIRE HYDRANT TO FARTHEST BUILDING.
43. CARWASH PAY BOOTH.
44. ULTIMATE STREET CURB, SEE CIVIL PLAN.
45. ULTIMATE CURB MEDIAN, SEE CIVIL PLAN.

Legend

(E)	EXISTING		(E) PROPERTY LINE
(N)	NEW		(N) PROPERTY LINE
STD.	STANDARD		(N) 6'-0" HT. CMU WALL
HT.	HEIGHT		(E) FIRE DEPT HOSE CONNECTION
CONC.	CONCRETE		(E) FIRE HYDRANT
	PARKING AREA = 34,347± S.F.		(N) LANDSCAPE AREA =9,395± S.F.
	ACCESSIBLE PATH / LOADING		(N) SETBACK LANDSCAPE AREA =2,298± S.F.
	26' W. FIRE LANE PER FIRE DEPT.		RIGHT OF WAY LANDSCAPE AREA = 12,357± S.F.

Legal Description

REAL PROPERTY IN UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THE NORTHERLY 335.161 FEET OF THE WESTERLY 355.161 FEET OF THE PORTION OF THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 2 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE IN THE DISTRICT LAN OFFICE, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION; THENCE SOUTH ON THE WEST BOUNDARY OF SAID SECTION, A DISTANCE OF 1401.92 FEET; THENCE SOUTH 89°29' EAST 776.90 FEET; THENCE NORTH 01° WEST 1401.92 FEET TO THE NORTH BOUNDARY OF SAID SECTION; THENCE NORTH 89°29' WEST, ON THE NORTH BOUNDARY OF SAID SECTION 7, A DISTANCE OF 776.90 FEET TO THE NORTHWEST CORNER OF SAID SECTION, AND THE POINT OF BEGINNING.

EXCEPT FROM SAID LAND ABOVE DESCRIBED THE WEST 60 FEET AS DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JANUARY 21, 1943 IN BOOK 568, PAGE 306 OF OFFICIAL RECORDS OF THE COUNTY OF RIVERSIDE.

ALSO EXCEPT FROM SAID LAND ABOVE DESCRIBED THE NORTH 40 FEET AS DESCRIBED IN THE DEED TO THE COUNTY OF RIVERSIDE, RECORDED JUNE 19, 1950 IN BOOK 1182, PAGE 412 OF OFFICIAL RECORDS OF THE COUNTY OF RIVERSIDE.

ALSO EXCEPTING THEREFROM ONE-SICTEENTH OF ALL OIL, AS RESERVED BY FRED J. FINCH, ET UX, IN DEED RECORDED APRIL 9, 1929, IN BOOK 807, PAGE 67, OF DEEDS, RIVERSIDE COUNTY RECORDS.

Parking Computation

TOTAL PARKING REQUIRED:

BUILDING 1 (C-STORE & RESTAURANT)	= 31.2 STALLS
BUILDING 2 (FOOD)	= 15.4 STALLS
BUILDING 3 (QSR)	= 12.3 STALLS
SUB-TOTAL	= 59 STALLS
PROVIDED	= 47 STALLS (INCL. 4 HCP STALLS) +16 STALLS UNDER CANOPY
TOTAL	= 63 STALLS = O.K.

Landscape Computation

PARKING AREA LANDSCAPE REQUIRED (MIN. 10%):

PARKING AREA	= 34,347 S.F.
PARKING AREA LANDSCAPE REQUIRED	= 3,435 S.F. (10% MIN)
PARKING AREA LANDSCAPE RROVIDED	= 4,416 S.F. (12.86%)= O.K.

Project Data

CODE:	2010 CBC, CPC, CMC, CEC (TITLE 24)
EXISTING ZONING:	I-P
NEW ZONING:	C-1/C-P
(E) SITE AREA:	= 2.00± ACRE (87,121± S.F.)
SITE AREA DEDICATED TO CITY	= 0.34± ACRE (14,940± S.F.)
(N) SITE AREA:	= 1.66± ACRE (72,181± S.F.)
BUILDING AREA: 5,670± S.F. + 2,800± S.F. + 2,240± S.F.	= 10,710 S.F.
CANOPY AREA: (112'-0" x 40'-0")	= 4,480 S.F.
SITE COVERAGE: (10,710 S.F. + 4,480 S.F.) / 75,188 S.F.	= 20.2 %

1) BUILDING 1: (C-STORE & CARWASH)

TYPE OF CONSTRUCTION:	VB
SPRINKLER:	NO
BUILDING OCCUPANCY:	A-2,B
BUILDING HEIGHT:	35'-0" MAX. (1-STORY)
BUILDING AREA:	5,670± S.F. C-STORE (3,028± S.F.), RESTAURANT (1,126 S.F.), CARWASH (988± S.F.), EQUIP. (339± S.F.), ELEC. RM. (189± S.F.)
PARKING REQUIRED:	(5.5 PER 1,000 S.F.) = 31.2 SPACES

2) BUILDING 2: (FOOD)

TYPE OF CONSTRUCTION:	VB
SPRINKLER:	YES
BUILDING OCCUPANCY:	A-2
BUILDING HEIGHT:	35'-0" MAX. (1-STORY)
BUILDING AREA:	2,800± S.F. (1,000± S.F. SEATING)
PARKING REQUIRED	(5.5 PER 1,000 S.F.) = 15.4 SPACES

3) BUILDING 3: (Q.S.R WITH DRIVE-THRU)

TYPE OF CONSTRUCTION:	VB
SPRINKLER:	YES
BUILDING OCCUPANCY:	A-2
BUILDING HEIGHT:	35'-0" MAX. (1-STORY)
BUILDING AREA:	2,240± S.F. (820± S.F. SEATING)
PARKING REQUIRED:	(5.5 PER 1,000 S.F.) = 12.3 SPACES

Source: KU & Associates, Inc.

0 20 40
FEET

N

Figure 8
Site Plan

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

DISCUSSION

a, e) **Less Than Significant Impact.** The Santa Ana Regional Water Quality Control Board (RWQCB) regulates wastewater discharges within Eastvale, including the project site. The proposed project would receive wastewater services from the Jurupa Community Services District (JCSD). The JCSD discharges wastewater to three different treatment plants from three independent sewer systems. First, the Jurupa Community Services District continues to utilize the JCSD's Regional Lift Station to pump wastewater to the City of Riverside Regional Water Quality Control Plant. Second, the CFD No. 1 wastewater system is mostly from industrial sources and is discharged to the Inland Empire Brine Line (IEBL), formerly known as the Santa Ana River Interceptor (SARI) System, for treatment in Orange County, which has higher salt limits because it is an ocean discharge. The JCSD's water treatment plants also discharge brine to the IEBL to take advantage of these higher discharge limits. Finally, the Eastvale area discharges to the River Road Lift Station, which pumps the

wastewater to another regional treatment plant, operated by a joint powers authority known as the Western Riverside County Regional Wastewater Authority (WRCRWA).

Wastewater from the proposed project site will be treated at the City of Riverside Wastewater Treatment Plant. The JCSD has assumed wastewater treatment plant capacity is currently 8 million gallons per day (mgd) with the ability to expand to 24 mgd. The JCSD is currently constructing a 17 mgd lift station at the plant as well as other improvements to expand capacity in response to area growth. Therefore, adequate capacity is available to serve the proposed project. In addition, the JCSD's plant is in compliance with all applicable RWQCB wastewater treatment requirements.

b) **Less Than Significant Impact.** Also see Issues 8a and 8e. Water service would be provided to the proposed project by the Jurupa Community Services District. The JCSD relies predominantly on groundwater and desalinated brackish groundwater from the Chino Groundwater Basin for its water supply. Through the execution of a joint powers authority, the JCSD partners with the Chino Desalter Authority (CDA), the owner and operator of two water treatment plants (desalters), to treat potable water for the JCSD service area. Each of the desalters has the current capacity to treat 12 million gallons (mgd) of water per day, and the JCSD has a contractual obligation to purchase 7.9 mgd. In addition, the CDA is currently in the process of expanding the treatment capacity of the desalters via local groundwater wells. Water is treated at the Chino I Desalter, the Chino II Desalter, and the Roger Teagarden Ion Exchange Treatment Plant. The project's average water demand has been estimated at 49 gallons per minute (gpm).[5] Wastewater service will also be provided by the JCSD. Wastewater will be treated at the Western Riverside County Regional Wastewater Treatment Plant. The project's estimated waste flow is 3,140 gallons per day (JCSD 2011).

The JCSD has issued a will-serve letter for the project indicating that it can and will provide water and sewer service to the proposed development on the condition that the project comply with all district rules and regulations and pay appropriate fees. This letter indicates that the JSCD has sufficient existing capacity at both its water and wastewater treatment facilities to serve the proposed project, and no new or expanded treatment facilities would be required. Water supply infrastructure will be extended from an existing 16-inch-diameter waterline in Hamner Avenue west of the project site. Wastewater conveyance infrastructure will be extended from an existing 12-inch-diameter sewer line, also in Archibald Avenue (JCSD 2011). These improvements will occur on the project site, and the associated potential environmental effects are described throughout this document (i.e., air emissions, soil erosion, disturbance of cultural and/or biological resources, water quality degradation, etc.).

c) **Less Than Significant Impact.** The proposed project includes construction of an on-site drainage system that would collect on-site drainage and convey it across the site to the south for discharge to an existing earthen swale that flows to the Santa Ana River. No off-site drainage improvements are proposed. Construction of the proposed drainage system could result in numerous environmental effects, including temporary aesthetic impacts, disturbance of biological and/or cultural resources, soil erosion, release of hazardous materials and/or air emissions associated with

[5] Based on the assumption of 1.28 gallons per minute per acre for commercial land uses. 1.28 gpm/ac * 1.7 ac = 2.18 gpm/ac. 2.18 gpm/ac * 60 * 24 = 3,140 gpd.

construction equipment, and temporary noise and traffic impacts. Each of these potential effects is addressed in the appropriate subection of this document and, where necessary, mitigation is provided to reduce impacts to levels that are less than significant. Therefore, this impact would be less than significant.

d) **Less Than Significant Impact.** According to the Urban Water Management Plan (UWMP), the JCSD provided a total water supply of 23,660 acre-feet in 2009 (JCSD 2011). This supply was obtained primarily (57 percent) from the Chino Groundwater Basin and through an existing water purchase agreement (37 percent) between the JCSD and the Chino Desalter Authority. The total water supply provided by the JCSD in 2009 was significantly less than its estimated production capacity of 41,900 acre-feet for the same year (JCSD 2011).

In planning for regional population growth, the JCSD projected an increase in water demand from 23,660 acre-feet in 2009 to 28,962 acre-feet in 2015 (the anticipated year of completion for the proposed project) and 30,822 acre-feet in 2020. For each of these respective dates, the JCSD forecasts that it will have a total potential production capacity of 54,000 acre-feet per year (JCSD 2011).

The JCSD further estimates that commercial land uses require 2.06 acre-feet of water per year per acre. An increased demand of 3.5 acre-feet of water represents less than a 1 percent increase in water demand for the JCSD. Considering the current water treatment capacity of the JCSD, the limited increase in water demand due to the proposed project, and the standards mandatory connection and services fees collected by the JCSD, this impact will be less than significant.

f, g) **Less Than Significant Impact.** The main disposal sites for the proposed project area are the El Sobrante Landfill in Corona and the Lamb Canyon Sanitary Landfill in Riverside. The El Sobrante Landfill has a capacity of 10,000 tons of solid waste per day and, as of December 2004, had 172,531,000 tons of capacity available. The facility is projected to reach capacity in 2030. The Lamb Canyon Sanitary Landfill has a capacity of 3,000 tons of solid waste per day and, as of August 2005, had 20,908,171 tons of capacity available. The facility is projected to reach capacity in 2023. (CalRecycle, 2011) The proposed project will not substantially alter existing or future solid waste generation patterns and disposal services. The proposed project will be consistent with the County Integrated Waste Management Plan. The proposed project will be required to comply with the recommendations of the Riverside County Waste Management Department. These requirements are standard to all commercial projects and therefore are not considered mitigation pursuant to CEQA. Therefore, any impacts would be less than significant.

The proposed project would comply with federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. The proposed project does not any propose activities that would conflict with the applicable programmatic requirements. The proposed site plan has been designed to comply with this act and was reviewed by City engineering staff. In addition, any future development would be required to comply with demolition and construction debris removal and recycling requirements by contracting with the City's waste hauler/franchisee for all bins and their removal in accordance with City ordinances. As a result, the project would comply with all of the applicable requirements. Any impacts would be less than significant.

Solid waste generated by the proposed project would be disposed of at the El Sobrante Landfill in Corona. This landfill is projected to reach capacity in 2030. Therefore, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** Based on evaluations and discussions contained in this Initial Study, the proposed project has no potential to incrementally degrade the quality of the environment because the proposed project is not in an environmentally sensitive location. The proposed project will have a less than significant impact on the environment following the implementation of the mitigation measures contained in this IS/MND.

b) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project will have impacts that are individually limited but are not cumulatively considerable with implementation of mitigation measures. No cumulative environmental impacts have been identified in association with the proposed project that cannot be mitigated to a less than significant impact level or that were not identified through the City of Eastvale General Plan. Given that the proposed project's impacts are less than significant with the incorporation of mitigation measures, cumulative impacts are also not anticipated to be significant.

c) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly, once mitigation measures are implemented. While a number of the proposed project's impacts were identified as

having a potential to significantly impact humans, with implementation of the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project is not expected to cause significant adverse impacts to humans. All significant impacts are avoidable, and the City of Eastvale will ensure that measures imposed to protect human beings are implemented.

REFERENCES

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V. RESPONSE TO COMMENTS

A. LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted written comments on the Draft MND.

Letter	Agency, Organization, or Individual	Date
A	Western Riverside County Waste Management Department	October 21, 2013
B	Riverside County Airport Land Use Commission	October 23, 2013
C	California Department of Transportation	October 23, 2013
D	South Coast Air Quality Management District	October 29, 2013
E	City of Ontario	October 30, 2013
F	California State Clearinghouse	October 31, 2013
G	Jurupa Area Recreation and Park District	November 1, 2013

B. COMMENTS AND RESPONSES

Written comments on the Draft MND are reproduced on the following pages, along with responses to those comments.

Where changes to the Draft MND text result from responding to comments, those changes are included in the response and demarcated with revision marks (<u>underline</u> for new text, ~~strikeout~~ for deleted text). The responses to comments were prepared by City staff and PMC.

Staff is currently responding to these comments and staff response may result in changes the Conditions of Approval for the project.

Letter A

Riverside County
Waste Management Department
Hans W. Kernkamp, General Manager-Chief Engineer

October 21, 2013

Kanika Kith, Senior Planner
City of Eastvale
12363 Limonite Ave, Suite 910
Eastvale, CA 91752

RE: Planning Application No. 11-0354
Proposal: Initial Study/Mitigated Negative Declaration (IS/MND) for development of a new gas station with shared retail and restaurant space, attached car wash, a fast food restaurant with attached drive through, and a dine in restaurant on a 1.7 acre site.
APN: 156-040-001

Dear Ms. Kith:

The Riverside County Waste Management Department (RCWMD) has reviewed the IS/MND prepared for the proposed project located in the southeast corner of Hamner Ave and Riverside Drive in the City of Eastvale. In order to mitigate the project's potential solid waste impacts and help the City comply with the California Environmental Quality Act (CEQA), AB 939 (Integrated Waste Management Act), AB 1327 (California Solid Waste Reuse and Recycling Access Act), the California Green Building Standards, and AB 341 (Mandatory Commercial Recycling) through diverting solid waste from landfill disposal, the RCWMD recommends that the following conditions be made a part of any Conditions of Approval for the project:

1. **Prior to issuance of a building permit,** the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to ***Design Guidelines for Recyclables Collection and Loading Areas,*** provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/façade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler. **A-1**

2. **Prior to final building inspection,** the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department. **A-2**

3. **Prior to issuance of a building permit,** a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler. **A-3**

14310 Frederick Street • Moreno Valley, CA 92553 • (951) 486-3200 • Fax (951) 486-3205 • Fax (951) 486-3230
www.rivcowm.org

Letter A Continued

4. **Prior to issuance of an occupancy permit for,** evidence (i.e., receipts or other type of verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. **B-4**

5. Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division, at 1.888.722.4234. **B-5**

6. AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:
   - Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
   - Subscribe to a recycling service with their waste hauler.
   - Provide recycling service to their tenants (if commercial or multi-family complex).
   - Demonstrate compliance with the requirements of California Code of Regulations Title 14.

   For more information, please visit:
   www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

   B-6

7. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility. **B-7**

Thank you for the opportunity to review this IS/MND. If you have any questions, please call me at (951) 486-3200.

Sincerely,

Ryan Ross
Principal Planner

PD 144297

Letter B

From: Guerin, John <JGUERIN@rctlma.org>
Sent: Wednesday, October 23, 2013 12:40 PM
To: Kanika Kith; Eric Norris
Cc: Cooper, Ed; Lorena Mejia (lmejia@ci.ontario.ca.us)
Subject: City of Eastvale Planning Application No. 11-0354 - Hamner at Riverside

Thank you for providing the Riverside County Airport Land Use Commission with a CD copy of the proposed Initial Study/Mitigated Negative Declaration for the proposed commercial project at the southeast corner of Hamner Avenue and Riverside Drive.

The proposed project is located outside the boundaries of the Chino Airport Influence Area. Riverside County ALUC review of this project is not required.

Our only comment on the environmental document is that we have been given too much credit. The Ontario International Airport Land Use Compatibility Plan was prepared by the City of Ontario, not by ALUC. **B-1**

An "alternative review process" for projects in the Ontario International Airport Influence Area was established via that Plan, which is mandatory in San Bernardino County, but optional at jurisdiction discretion in the neighboring counties. You may wish to contact Lorena Mejia at the City of Ontario for additional information.

1

Letter B Continued

Based on the project's location within the Ontario AIA, we would recommend that prospective purchasers and tenants be provided with a copy of the attached "Notice of Airport in Vicinity."

2

Letter C

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr. Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 1221)
464 WEST 4th STREET. 6th Floor
SAN BERNARDINO. CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-6890
TTY (909) 383-6300
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Flex your power!
Be energy efficient!

October 23, 2013

Kanika Kith
City of Eastvale
Planning Department
12363 Limonite Avenue
Eastvale, CA 91752

Environmental Document Transmittal/SCH#2013101004 (Riv 60 PM R0.10)

Ms. Kith,

We have completed our review for the above mentioned proposal project for a General Plan Admendment, Change of Zone, and Major Development Review to permit the development of a new gas station with shared retail and restaurant space and attached car wash, a fast food restaurant with attached drive-through and a dine-in restaurant on 1.7-acre site.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Eastvale due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We recommend the following to be provided:

Traffic

- The existing base year (February 2009, page 2-1) of the analysis must be within three years from the current year (2013). **C-1**
- Section C: Project Completion (Year 2010) Traffic Volumes (page 3-4). Please verify the project completion year which is already past and update. **C-2**
- Please include ramp merge/diverge analysis at northbound and southbound I-15 at Cantu-Galleano Ranch Interchange, and at westbound and eastbound SR-60 at Milliken Avenue Interchange to determine impact of the development at these locations, if any. **C-3**
- Please include ramp intersection analysis at I-15/Cantu-Galleano Ranch Road Interchange. **C-4**

Letter C Continued

However, the California Department of Transportation reserves the right to comment on this project.

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 383-6908 or myself at (909) 383-4557 for assistance.

Sincerely,

DANIEL KOPULSKY
Office Chief
Community and Regional Planning

Letter D

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
kkith@eastvaleca.gov

October 29, 2013

Ms. Kanika Kith, Senior Planner
City of Eastvale
12363 Limonite Aveue, Suite 910
Eastvale, CA 91752

Draft Mitigated Negative Declaration (Draft MND) for the Proposed Commercial Project at Hamner Avenue and Riverside Drive/Planning Application No. 11-0354

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Mitigated Negative Declaration.

The Lead Agency proposes to develop a 1.7-acre site with a new gasoline station that includes shared retail and restaurant space along with an attached car wash. In addition, a fast-food restaurant with a drive through component will also be built along with a dine-in restaurant. Project construction and operations would both occur in 2014.

In the Final MND, the Lead Agency should include emission estimates and references to compliance with applicable SCAQMD rules and regulations for gasoline station operations including SCAQMD Rule 461 - Gasoline Transfer and Dispensing. Permit questions concerning storage tanks, dispensing nozzles, etc., can be directed to SCAQMD Engineering and Compliance staff at (909) 396- 2551. D-1

Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Letter D Continued

Sincerely,

for Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:MK:RM:GM

RVC131004-02
Control Number

Letter E

CITY OF ONTARIO
303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4105
(909) 395-2000
FAX (909) 395-2070

October 30, 2013

City of Eastvale
Ms. Kanika Kith, Senior Planner
12363 Limonite Avenue, Suite 910
Eastvale, California 91752

RE: PROPOSED MITIGATED NEGATIVE DECLARATION FOR PLANNING APPLICATION NO. 11-0354 LOCATED AT HAMNER AVENUE AND RIVERSIDE IN THE CITY OF EASTVALE

Ms. Kith,

Thank you for allowing the City of Ontario an opportunity to review and comment on the above referenced project. After reviewing the mitigated negative declaration, the City requests the following comments be addressed:

1. The site plan attached to the MND as Appendix 1 does not match the site plan shown in Appendix 11, Traffic Impact Study. The Appendix 11 figure shows a free-right turn for northbound Hamner Avenue. Please revise accordingly. **E-1**

2. There are discrepancies on the section shown on Hamner Avenue and Riverside Drive. The City of Ontario considers Riverside Drive to be a 6-lane Arterial, where the City of Eastvale has shown it as a 4-lane Major. Also, the section on Hamner Avenue needs to match the NMC backbone plans. Please see the attached striping layout and draft plans. Please revise the site plan to accommodate. **E-2**

3. The Traffic Impact Study shows opening year conditions at 2010; we have surpassed this date. Please make sure the numbers you are including for traffic along Riverside Drive include the development in Ontario at Edenglen. **E-3**

4. The traffic counts attached to the Traffic Impact Study are dated back to 2009. Since 2009, there has been significant development in the Edenglen Specific Plan. Please revise the study to include accurate and up to date traffic counts. **E-4**

Letter E Continued

We appreciate being involved in the environmental review of the project and look forward to continued communications regarding this project. If you have any questions regarding our comments, please contact me at (909) 395-2036, or Richard Ayala, Senior Planner, at (909) 395-2421.

Sincerely,

ONTARIO PLANNING DEPARTMENT

Jerry L. Blum
Planning Director

JLB/RA

Letter F

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

October 31, 2013

Kanika Kith
City of Eastvale
12363 Limonite Avenue
Eastvale, CA 91752

Subject: Commercial Project at Hamner Avenue and Riverside Drive
SCH#: 2013101004

Dear Kanika Kith:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on October 30, 2013, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2013101004
Project Title Commercial Project at Hamner Avenue and Riverside Drive
Lead Agency Eastvale, City of

Type MND Mitigated Negative Declaration

Description The proposed project includes a request for a General Plan Amendment, Change of Zone, and Major Development Review to permit the development of a new gas station with shared retail and restaurant space and attached car wash, a fast-food restaurant with attached drive-through, and a dine-in restaurant on a 1.7-acre site.

Lead Agency Contact

Name Kanika Kith
Agency City of Eastvale
Phone 951 361-0900 **Fax**
email
Address 12363 Limonite Avenue
City Eastvale **State** CA **Zip** 91752

Project Location

County Riverside
City Eastvale
Region
Lat / Long 34° 0' 55.3" N / 117° 33' 21.4" W
Cross Streets Hamner Avenue and Riverside Drive
Parcel No. 156-040-001
Township 2S **Range** 6W **Section** 7 **Base**

Proximity to:

Highways I-15
Airports
Railways
Waterways
Schools Colony HS
Land Use GPLUD: Business Park
Z: Industrial Park

Project Issues Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Regional Water Quality Control Board, Region 9; Native American Heritage Commission

Date Received 10/01/2013 **Start of Review** 10/01/2013 **End of Review** 10/30/2013

Letter G

Jurupa Area Recreation and Park District

4810 Pedley Road ◆ Jurupa Valley, CA 92509 ◆ (951) 361-2090 ◆ Fax (951) 361-2095

www.jarpd.org

Nov. 1, 2013

Ms. Kanika Kith, Associate Planner
City of Eastvale
12363 Limonite Ave., Suite #910
Eastvale, CA 91752

RE: Project No. 11-0354 – APN 156-040-001

Based on the information on hand for the above referenced project, we have determined that it will have impacts to the Jurupa Area Recreation and Park District, and as a condition of project approval will be subject to the following:

- Jurupa Area Recreation and Park District Ordinance No. 01-2007 Park Development Fees; please have the applicant contact our District in regards to these fees. **G-1**

- Conditioned to either form a CFD or to annex into an existing CFD (a District-Wide Community Facilities District) to pay for park maintenance; please have the applicant contact our District in regards to these fees. **G-2**

The project has an impact to the Community Trails on Riverside Drive. We have noted that the plans presented do not include the multi-purpose trail along Riverside Drive. The Jurupa Area Recreation and Park District has an adopted and approved trails map that includes this community trail. Multi-purpose trails are used by pedestrians, bicyclist and equestrians. It is not at all unusual to see families with jogging strollers using the trail. In addition, the extension of a DG trail requires less landscape and irrigation and may actually save the owner money in the long run. I am attaching several versions of approved multi-purpose trail configurations. If you have any questions or comments, please feel free to contact me at 951-361-2090 **G-3**

Through:

DAN RODRIGUEZ, General Manager

BRENDA REYNOLDS, CFD Parks and Projects Manager

XC: JARPD Board of Directors
Dan Rodriguez, JARPD General Manager
Koppel & Gruber Public Finance
File

MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring plan. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, the attached Mitigation Monitoring and Reporting Program has been prepared for the proposed project. This Mitigation Monitoring and Reporting Program is intended to provide verification that all mitigation measures identified in the Initial Study prepared for the project are monitored and reported. Monitoring will include (1) verification that each mitigation measure has been implemented; (2) recordation of the actions taken to implement each mitigation; and (3) retention of records in the project file.

This Mitigation Monitoring and Reporting Program delineates responsibilities for monitoring the project but also allows the City of Eastvale flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

Reporting consists of establishing a record that a mitigation measure is being implemented and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Initial Study, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the Mitigation Monitoring and Reporting Program, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. Such changes could include reassignment of monitoring and reporting responsibilities, plan redesign to make any appropriate improvements, and/or modification, substitution, or deletion of mitigation measures subject to conditions described in CEQA Guidelines Section 15162. No change will be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code Section 21081.6.

DRAFT MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
AIR QUALITY							
AQ-1	The following measures shall be incorporated into project plans and specifications as implementation of SCAQMD Rule 403: • 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 midmorning, in the 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 miles per hour or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions.	Construction inspections	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department			
AQ-2	The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing a project site shall not idle for greater than five minutes at any location. This measure is intended to apply to construction traffic. Prior to issuance of a grading permit, the grading plans shall reference that a sign is to be posted on site stating that construction workers shall not idle diesel engines in excess of five minutes.	Construction inspections	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department			
BIOLOGICAL RESOURCES							

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
BIO-1	The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within the 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate) around the nest. Alternative exclusion zones may be established through consultation with the California Department of Fish and Wildlife (CDFW) and US Fish and Wildlife Service. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.	Review of project plans	The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.	City of Eastvale Planning Department and Public Works Department			
BIO-2	Per Multiple Species Habitat Conservation Plan (MSHCP) Species-Specific Objective 6, pre-	Review of project plans;	Thirty (30) days prior to any	City of Eastvale Planning Department			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the building permit. Surveys shall be conducted prior to issuance of grading permit and within 30 days prior to ground disturbance if the survey is more than 30 days. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between September 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.	construction inspections	vegetation removal or ground-disturbing activities	and Public Works Department			
BIO-3	If burrowing owls are identified during the survey period, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance: Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum 75-meter (250-foot) buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.	Review of project plans; construction inspections	Prior to any vegetation removal or ground-disturbing activities	City of Eastvale Planning Department and Public Works Department			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: • The location of the nest and owls proposed for relocation. • The location of the proposed relocation site. • The number of owls involved and the time of year when the relocation is proposed to take place. • The name and credentials of the biologist who will be retained to supervise the relocation. • The proposed method of capture and transport for the owls to the new site. • A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control). • A description of efforts and funding support proposed to monitor the relocation. If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (e.g., parking areas), active burrows shall be protected						

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort.						
BIO-4	The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County MSHCP Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area, as applicable.	Prior to any vegetation removal or grading activities	Implemented during ground-disturbing construction activities	City of Eastvale Planning Department and Building Department			
CULTURAL RESOURCES							
CUL-1	An archeological monitor shall be present during all proposed earth-moving activities to evaluate and ensure protection of any cultural resources unearthed on the site. At the completion of construction activities, the archeological monitor shall prepare a report documenting all resources recovered and the site at which they were discovered and shall provide an interpretation of each resource. The City of Eastvale shall designate repositories in the event significant resources are recovered, with the exception of Native American resources. Discovery of Native American resources is addressed in mitigation measure CUL-2.	Monitoring during grading activities (if required)	Implemented during ground-disturbing construction activities	City of Eastvale Planning Department and Public Works Department			
CUL-2	At least 30 days prior to seeking a grading permit, the project applicant shall contact those tribes which requested tribal consultation with the City under Senate Bill 18 regarding the proposed project.[1] The applicant shall coordinate with these tribes and the City to develop a Cultural Resources Treatment and Monitoring Agreement. The	Monitoring during grading activities (if required)	Prior to the issuance of a grading permit	City of Eastvale Planning Department and Public Works Department	MET	2-22-13	*The SB-18 consultation process is complete and none of the area Native American Tribes have requested consultation. Therefore, this mitigation measure is considered*

[1] See **Appendix 5**. The City consulted with eight tribes under SB 18.

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	agreement shall address the treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the project site; designation, responsibilities, and participation of Native American tribal monitors during ground-disturbing activities; project grading and development scheduling; and terms of compensation.						*complete.*
CUL-3	If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	Monitoring during grading activities (if required)	Implemented during ground-disturbing construction activities	City of Eastvale Planning Department and Public Works Department			
CUL-4	The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts, that are found on the project site to the appropriate tribe for proper treatment and disposition.	Monitoring during grading activities (if required)	Implemented during ground-disturbing construction activities	City of Eastvale Planning Department and Public Works Department			
CUL-5	All sacred sites, should they be encountered within the project site, shall be avoided and preserved in	Review of project	Implemented during ground-	City of Eastvale Planning Department			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	place as the preferred mitigation, if feasible.	plans	disturbing construction activities	and Public Works Department			
CUL-6	If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the project applicant, the project archaeologist, and the appropriate tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources, in accordance with the Cultural Resources Treatment and Monitoring Agreement described in mitigation measure CUL-2. If the parties cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City's Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Eastvale.	Monitoring during grading activities (if required)	Implemented during ground-disturbing construction activities	City of Eastvale Planning Department and Public Works Department			
CUL-7	Prior to the issuance of a grading permit, the qualified paleontologist shall be identified to the City of Eastvale who has been retained to evaluate the significance of any inadvertently discovered paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Eastvale and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to	Monitoring during grading activities (if required)	Implemented during ground-disturbing construction activities	City of Eastvale Planning Department and Public Works Department			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	the paleontological resource's disposition to the City's Planning Director. The project shall pay for all required treatment and storage of the discovered resources.						
GEOLOGY AND SOILS							
GEO-1	Project plans and submittals shall show compliance with all of the seismic and site stability recommendations contained in the geotechnical engineering report prepared by Geo-Cal, Inc., dated October 31, 2012 (as amended or updated).	Review of project plans	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department			
GEO-2	To reduce the potential for damaging seismic settlement, development within the project shall place two geogrid layers within the compacted fill under the proposed structures, as described below, and providing stiffened foundations, as described in Appendix 6 of the IS/MND. Each structure footprint should be underlain by two layers of Tensar TriAx TX160 geogrid. The first layer of geogrid should be placed on the overexcavated bottom. The second layer of geogrid should be placed within the compacted fill 1 foot above the first layer of geogrid, placed with the roll axis perpendicular to the first layer. Adjacent rolls of geogrid should overlap a minimum of 6 inches. The geogrid should extend a minimum of 7 feet beyond the outside footing edges (including footings for attached columns or similar architectural features) or a minimum distance equal to the overexcavation depth below the footings, whichever is farther.	Review of project plans	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department			
GEO-3	Prior to overexcavation and recompaction of the on-site alluvial soil, any clean uncontrolled artificial	Review of project plans	Reviewed as part of the	City of Eastvale Planning Department			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	fill shall be removed and may be used as compacted fill for the project.		construction plans, and verified prior to occupancy	and Public Works Department			
GEO-5	To reduce the potential for adverse differential settlement of the proposed improvements, the underlying subgrade soil (below the manure and organic rich soil) shall be prepared in such a manner that a uniform response to the applied loads is achieved. For structures with shallow foundations, alluvial soils shall be overexcavated and recompacted to a minimum depth of 4 feet below the bottom of the proposed footings or 5 feet below existing grade, whichever is deeper. Overexcavation and recompaction shall extend a minimum horizontal distance of 5 feet from the perimeter edges of the proposed footings. Areas outside these overexcavation limits planned for asphalt or concrete pavement, flatwork, and site walls, and areas to receive fill, shall be overexcavated to a minimum depth of 24 inches below the existing ground surface or 12 inches below the proposed subgrade, whichever is deeper. After completion of the overexcavation, and prior to fill placement, the exposed surfaces shall be scarified to a minimum depth of 6 inches, moisture conditioned to or slightly above optimum moisture content, and recompacted to a minimum 90 percent relative compaction, relative to the ASTM D 1557 laboratory maximum density.	Review of project plans	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department			
NOISE							
NOS-1	The following measures shall be implemented to reduce the impacts of construction noise:	Compliance during grading	Implemented during	City of Eastvale Planning Department			

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	Verification of Compliance		
					Initials	Date	Remarks
	• During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the construction area. • The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. • All construction hours will be limited to the hours between 6:00 am and 6:00 pm during the months of June through September and 7:00 am and 6:00 pm during the months of October though May.	and construction activities	construction	and Public Works Department			
TRANSPORTATION AND TRAFFIC							
TRA-1	On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.	Prior to operations	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department			
TRA-2	Sight distance at the project driveways shall be reviewed with respect to standard City of Eastvale and County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.	Prior to operations	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department			